Weather
Cloudy and cold today. The maximum temperature yesterday was 50.2 and the minimum 31.8, the figures for the corresponding day last year being 56.8 and 31.6.

THE CHINA PRESS
大陸報

Today's paper consists of 34 pages in three sections

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M. CLEMENCEAU IS OUT OF DANGER, DOCTORS REPORT

Say He Will Be Able To Return To Duties Next Week

SEES MINISTERS

'Tiger Of France', Recovering From Anarchist's Bullet, At Work Again

HAD CLOSE CALL

Struck By Only One Bullet Of Several Fired At Him

(French Wireless)

Paris, February 21.—(Via Lyons and Koukaza). The Premier continues to make a satisfactory recovery. The doctors in attendance authorised him to receive the ministers at noon in his room. They consider him out of danger and think that he will be able to return to his duties at the beginning of next week.

Details Of Attack

(Reuter's Agency War Service)

Paris, February 19.—Fuller details reveal that M. Clemenceau was driving through the streets when the would-be assassin suddenly sprang from a public convenience where he had been waiting and fired five times. The shots pierced the hood of the car but only one hit the aged Premier. The police seized the assailant but not before he had fired two shots at them, wounding two. The crowd would have given him a bad time had not the police got him off quickly. The Premier's chauffeur was slightly wounded.

The culprit's name is Cottin, a native of Compiegne.

Eminent physicians announce that M. Clemenceau was hit in the posterior part of the right shoulder. The wound is a penetrating one without visceral lesion. The patient's general and local condition is perfect.

Cottin is twenty-three years of age, a cabinet maker by trade and a militant anarchist. The soldier accompanying M. Clemenceau's chauffeur fired at Cottin with a revolver.

During the afternoon M. Clemenceau remained bright and cheerful and had a lengthy interview with Marshal Foch. The Premier is of opinion that he recognises his assailant as a man he saw loitering when returning home the previous evening.

Lansing Pays Visit

Paris, February 19.—The condition of M. Clemenceau at three o'clock this afternoon was stationary but his temperature had risen slightly. The Premier is resting and visitors are excluded.

This evening M. Clemenceau was in excellent spirits and sent a message to Mr. Lloyd George thanking him for his telephonic enquiries and saying that he is getting on very well. Nevertheless, his doctors say that it is difficult to make a definite statement concerning the effects of the wound for two or three days.

Mr. Lansing, who was one of the earliest visitors, said that M. Clemenceau's condition was such that important matters at the Peace Conference could be referred to him with very slight delay. Moreover, the work of the Conference was so well organised that it will continue almost without interruption.

It is expected that the Council of ten will meet as usual tomorrow, M. Pichon or Mr. Balfour presiding.

Paris, February 20.—M. Clemenceau has passed an excellent night.

Commons May Send Special Message

London, February 19.—In the House of Commons today replying to Mr. J. C. Wedgwood, Mr. A. Bonar Law stated that six shots were fired at M. Clemenceau, one of which hit him in the shoulder after which, with characteristic power and strength of will, M. Clemenceau walked home and declined to go to bed until ordered there by his doctor.

(Continued on Page 6)

Russian Legation Denies Deal To Give Japanese Outer Mongolia Rights

(CHINA PRESS OWN SERVICE)

Peking, February 22.—The Russian Legation categorically denied the report that negotiations were proceeding in Urga and Harbin for the taking over by the Japanese of Russian rights and privileges in Outer Mongolia.

Japanese Premier Officially Denies Threats By Obata

Minister In Peking Asked Only For Joint Publication Of Documents In Paris

(Reuter's Pacific Service)

Peking, February 20.—The following statement has been received from the Japanese Legation:

Before the Budget Committee of the Japanese House of Peers on February 17 the Prime Minister stated, in reply to the interpellation of a Member of the Committee, that reports had recently been in circulation in Peking that Japan had approached the Chinese Government with threat or pressure, with a view to hampering the action of the Chinese Delegates in Paris, and those reports had begun to appear in European and American papers and that, however, the groundlessness of the reports would be clear from the recent announcement of the Chinese Foreign Office on the subject.

It was true that Mr. Obata had invited the attention of the Chinese Government to the diplomatic usage that the publication of any document should be preceded by a consultation between the Governments concerned, but he had never interfered in any demand or contention which China might propose to make at the Peace Conference, nor did he request the Chinese Government to refrain from making public any diplomatic document at the Conference. The allegation that Japan had threatened or given pressure to the Chinese Government was a gross misrepresentation.

"The policy towards China which we have in mind," continued the Prime Minister, "viz., as has already been declared (consists) solely in making all endeavors of justice and common benefit to bring about mutual understanding and friendship between the two countries. To any proper demand of China we are more than willing to render support for its attainment, wishing wholeheartedly for a brilliant future for China."

It was to be regretted that efforts were being made to spread groundless rumors at Japan's expense and thus to cause enmity between Japan and China. He hoped that the rights and wrongs would ultimately become clear by the revelation of real facts. He believed that facts would never be influenced by fabrications.

Japan Will Abolish Its Opium Monopoly On China Mainland

(Reuter's Pacific Service)

Tokio, February 21.—The Government has decided to abolish the opium monopoly system in Formosa, Kwantung and Tsingtau.

In the House of Peers today Baron Sakatani interpellated the Government concerning its attitude on the question of opium smuggling into China. After briefly recounting the history of the introduction of opium to China, he attributed to the popularity of the use of opium in China her inability to resist foreign influence. He said that China is determined to exterminate the evil and a law prohibiting the import of opium is actually in force but has not much effect owing to smuggling by foreigners who enjoy the protection of extra-territoriality. According to some reports, Japanese are among those guilty of such smuggling and he pointed out the seriousness of such a state of affairs when Japan must exert herself to the utmost to help China progress and reform her administration.

The Premier, Mr. Hara, replied that the question has been receiving very serious consideration since the time of the Terauchi Ministry and the present government is determined to take every possible measure to stop the smuggling of opium into China. This decision was unanimously agreed to at a meeting of the Cabinet January 13 and the officials at Dairen, Tsingtau and other points have now been instructed to exercise the strictest vigilance to prevent the smuggling of opium while officials in Formosa and other places are under special instructions to make an exhaustive investigation into the whole matter.

On The Run! By Harry Murphy

HOUSE REJECTS CLAUSE FOR BIGGER U.S. ARMY

Changes Appropriation Measure To Provide Standing Force Of 175,000 Instead Of 540,000

(Reuter's Agency War Service)

Washington, February 19.—The House of Representatives has passed the Army Appropriation Bill for over one billion dollars, having previously eliminated the provision of the Senate calling for a temporary standing army of 540,000. The bill restricts volunteer enlistments during times of peace to 175,000 men, the enlistments being for a year only, without a reserve. The bill now returns to the Senate for conference.

ALLIED MASS MEETING TO BE HELD TOMORROW

Will Gather At Call Of British To Protest Against German Outrages

British and other Allied nationals of Shanghai will meet at the Town Hall at 6 o clock tomorrow evening to give expression to the feelings evoked by German war cruelties. The gathering was originally intended to be a mass meeting of British residents only but in response to popular appeal it has been decided to invite the other Allies to participate.

Sir Everard Fraser, British Consul-General, will preside and two resolutions will be presented to the meeting. The first of these embodies expressions of sympathy with British and Allied prisoners of war, stigmatising the cruelty with which they have been treated, and the second is in appreciation of the attitude taken by the Chinese in the matter of enemy repatriation.

Diplomats Object To Kinhan Management

The Diplomatic Corps has called the attention of the Peking Government to the unsatisfactory manner in which transportation is handled by the Peking-Hankow Railway administration, according to a Peking telegram last night.

Festive, Gay And Crowded Is The Washington Ball

Record Throng Packs Town Hall For American Company's First Dance In Five Years

Once upon a time (yes, it's a chestnut) an ingenuous young reporter was shot out to cover a fire which practically erased a certain town, and he didn't come back till time to go to work the following day.

After an eloquent outburst the C. E. became more or less coherent and implored the abashed young man to be so good as to tell him why he had not come in to write the story.

"What was the use?" so history records this young man's last words —"Everybody was there."

And so with the Washington's Birthday Ball, annual social fixture of the American Company, S.V.C., which transpired at the Town Hall last night and this morning. Everybody appeared to be in attendance. A prominent member of the committee stated at 10:46 p.m. that 1,680 guests had arrived up to that time. Under pressure he confessed that he had been away from the receiving station for some time and it was possible the estimate was short.

Biggest They Ever Had

At any rate the floor of the spacious drill hall furnished footing for a swirling, flashing, colorfully resplendent crush of gay and animated dancers from evening until the not-so-early morning hours. It was the biggest attendance the Washington's Ball has ever had, so the old timers declared, and it was also characterised as the most successful in other ways. Certainly at no time since pre-war days has a ball-room in Shanghai presented so debonaire an appearance.

Fair ladies, of course, were there by the hundred, in costumes radiant and entrancing—beyond which description the masculine typewriter becomes jangled. And lending color to the male contingent were the uniforms of Allied navy men, the officers of the S.V.C. and not a few veterans of the great war. The Allied consuls-general and their staffs were content to appear in the "conventional black." Add to this huge, fox-trotting assembly the deft manipulation of colored lighting schemes and you have the kaleidoscopic result which bewildered and entranced the onlooker at last night's revelry.

Setting Worthy Of Occasion

The setting for these festive doings were worthy of and in admirable accord with the occasion, earning sincere and unanimously voiced commendation for the committee in charge and all who assisted in the decoration.

Arriving at the hall the guests proceeded through a flag walled pathway up the stairs and into the ball room. Three large stars spaced down the center of the ceiling, outlined and faced with white electric globes, formed the basis for the lighting scheme. From the central star depended a huge Liberty Bell, done in greenery and with a huge frosted incandescent globe as clapper. From the bell and from the other stars streamers of green, interwound with red, white and blue lights swept down to the bandstand and away to the walls, forming a canopy of color for the more colorful, animated throng.

One of the striking features of the arrangements was the posting of giant Sikh halberdiers, towering, in majestic impassivity on regularly spaced pedestals from the flag-draped entrance to the head of the stairs. A further picturesque touch was lent by the pretty Chinese girls who offered bonbons to the ladies in the ballroom.

Ballroom Delightful Vista

A delightful vista presented itself to the viewer entering the ballroom by the doors at its eastern end and looking down the room beneath the streamers and past the rows of Allied banners and the shields of the thirteen colonies to where a pergolaed terrace, strung with Japanese lanterns, and banked with white topped tables amid a grove of cherry trees, greeted the eye. The trees glowed with incandescent fruit and the wall behind the terrace was a solid bank of huge Allied flags.

The bandstand, erected beneath the Liberty Bell in the center of the wide floor, was a further carrying out of the pergola effect. It was in oval with an orchestra at either end, strands of greenery giving a

(Continued on Page 6)

INFLUENZA IS WORSE IN AMERICAN SCHOOL

With Cases Increased To 28, Classes Are Suspended For Present

The epidemic of influenza which has broken out at the American School had assumed such proportions by yesterday that it was decided that it would be unwise to resume classes tomorrow, as previously planned.

Up to yesterday afternoon some twenty cases of the disease had occurred among the boarding pupils, while three members of the school staff who have been attending the patients had been stricken and at least five of the day students, residing at home, were reported ill.

All of the patients are reported to be doing well and every possible precaution is being taken to prevent any further spread of the disease. The students remaining in the school are kept under constant medical observation and all suspected cases are being promptly isolated. Of all the cases to date there have been but two or three regarding which serious apprehension was felt and Mr. Stockton, the principal, stated yesterday that these are now considered well out of danger. The majority of the cases are not of a severe nature. The members of the school staff who are ill are Miss Watkins, Miss Jennings and Mrs. Russell.

It is believed that the progress of the outbreak has been definitely checked but it is doubtful if the school will be reopened this week.

Numerous cases of influenza have been reported throughout the Settlement during the past few days.

South Wales Voters Vote To Go On Strike

(Reuter's Agency War Service)

London, February 20.—The South Wales ballot continues today. A two-thirds majority is necessary for a strike.

Later.—The ballot of the South Wales miners has resulted:

In favor of a national strike 32,903
Against 7,990

Belfast Strike Over

London, February 20.—The Belfast strike has ended and the shipyards reopen today. The twenty-five unions involved, with two exceptions, have accepted Lord Pirrie's offer of a forty-seven hour week pending a national settlement of the number of hours to be worked weekly in shipyards.

ATTEMPT ON LIFE OF CLEMENCEAU TO DELAY PEACE

Conference Thrown Into Confusion By Attack On Chief French Delegate

UNREST PRODUCED

Impossible To Forecast Direction Of Reaction Incident Will Have

PERSONALITY ISSUE

Temporary Effect May Be Growth Of Anti-American Feeling

(American Press Wireless)

Paris, February 19.—The shooting of M. Clemenceau will throw the Conference into confusion. The incident is sure to produce turmoil in France, but it is impossible to predict what direction French sentiment will take when the wave of sympathy with the Premier passes. It sharpens the issue forming about his personality, involving French isolation and economic difficulties of the poor.

M. Clemenceau is much admired and the shooting is likely to cause some temporary anti-American feeling. It may delay the steps being taken to form a new Ministry compromise and such delay may make a compromise more difficult. Mr Clemenceau's wounds are slight but there is danger that his age and the long strain of the war is certain to have caused organic impairment. It is impossible to tell whether the act was individual or not. There are no signs of any approaching social disturbance though fundamental economic conditions favor one.

As to the political consequences of the effort to destroy France's "Grand Old Man," few officials will comment at length, but for the moment those in the Peace Conference who have dared to oppose M. Clemenceau will be faced with popular disapproval.

Americans here regret the shooting. In spite of the difference of opinion, they have the highest respect and liking for M. Clemenceau, who is greatly loved by the French, even by those who feel that his period of usefulness ended with the war. The incident is characteristic of his life. M. Clemenceau has always been a fighter. He has many duels to his credit, he has overthrown many governments and he held France to war by his sheer fighting spirit.

Meet On Labor Legislation

(French Wireless)

Paris, February 21.—(Via Lyons and Koukaza). The Commission on International Labor Legislation met on Friday morning under the presidency of Mr. Samuel Gompers.

The Sub-Commission on an International Regime of ports, railways and waterways and the Sub-Commission on the Responsibilities of the War also held sittings this morning.

The Committee of the Conference met this afternoon at the Ministry of Foreign Affairs in the cabinet of M. Pichon. The second French delegate was M. Andre Tardieu, who took the place of M. Clemenceau.

British Chief Delegates Announced

(Reuter's Agency War Service)

London, February 19.—In the House of Commons today Mr. George Lambert asked the names of the plenipotentiaries who are actual-empowered to agree on behalf of the United Kingdom to the terms of peace.

Mr. A. Bonar Law replied, "The Premier, myself, Mr. Balfour, Mr. Barnes and one representative of the Dominions."

Replying to another question Mr. A. Bonar Law stated that the Government possessed the list of the chief culprits in connection with the ill-treatment of British prisoners but emphasised that action could only be taken in conjunction with the Allies.

Lloyd George Receives Urgent Call From Paris

(Reuter's Agency War Service)

London, February 19.—Mr. Lloyd George has received an urgent recall to Paris and proceeds there immediately after addressing the Miners' Conference tomorrow.

PEACE DELEGATES HERE WANT SECRET TREATIES

North And South Demand Peking Reveal Sino-Japanese Military Pact

The transactions of the third session of the China peace conference yesterday morning are summed up as follows in the official statement issued:

In resuming the discussion on the Shensi question, Mr. Chu Chi-chien, the chief Northern delegate, said that the day before he had seen Mr. Chang Jui-chi, the Special Deputy selected for the Shensi Mission, and found him thoroughly conversant with conditions in Shensi, and that Mr. Chang had promised to start for Shensi in a day or so. Then the two chief delegates discussed in detail as to how to carry out the five articles for the enforcement of the armistice and concluded that a formal letter in the name of the Conference be addressed to Mr. Chang, urging him to depart for Shensi, and that Mr. Chu Chi-chien was to have another interview with Mr. Chang this afternoon. This ended the discussion on the Shensi question.

Demand Text Of Treaties

The military question was next taken up, especially with reference to its diplomatic aspect. Mr. Tang Shao-yi, the Southern chief delegate, pointed out that, in view of its fundamental importance to the country and the increasing anxiety of the people in this regard, it was extremely necessary for the two Delegations jointly to telegraph the Government to give publicity to the Sino-Japanese military pact and its annexes, so that the people of the country might be enlightened on the subject. Mr. Chu Chi-chien, the chief Northern delegate, replied that, while at Nanking on hearing of the recent diplomatic incident, he had already wired to the Government, and would request it to divulge to this Conference the contents of the military pact, and such other agreements relating thereto. It was finally agreed that the two chief delegates should separately send a telegram to Peking in regard to the matter.

After deciding upon Mondays, Wednesdays, and Fridays as days for holding formal, and Tuesdays, Thursdays and Saturdays for informal sessions, the meeting then adjourned till Monday the twenty-fourth instant at 9 a.m.

Straight Talk To President Hsu

The following telegram was sent yesterday to President Hsu with reference to the reported decision of the Peking Government to accept the balance of the War Participation Loan:

"Mr. Hsu Shih-chang.

"A Reuter's telegram published today reports that your Cabinet's acceptance of Japan's offer to pay the Yen 17,000,000 balance of the War Participation Loan has been transmitted to the Japanese Legation. In a former telegram I strongly protested the illogical necessity of continuing the war participation measures which automatically terminated with the end of European war.

"Our Peace Conference having already opened, if further funds of said loan are taken up (by you), may I ask is it your desire to see the Conference go on to a successful conclusion or do you intend to place obstacles in its way? Your decision is requested. Tang Shao-yi."

Shensi Armistice Terms To Be Placed In Operation

The five armistice conditions for Shensi as proposed by Tuchun Li Shun of Kiangsu and to be carried into effect by the Peace Conference in Shanghai are:

That all hostile acts between Northern and Southern troops in Shensi, Fukien and Western Hupeh be suspended unconditionally.

That the expeditionary forces for Hupeh and Shensi be ordered to stop their advances and be held responsible for the suppression of bandits. No more expeditionary force should be sent anywhere hereafter.

That the military authorities of both sides in Fukien, Western Hupeh and Southern Shensi should directly negotiate the armistice demarcation areas and report separately to the Government for record.

That the dispute in the interior of Shensi be settled by a reputable commission approved by both sides, which will supervise the demarcation of the areas.

That after the demarcation of areas, the military force shall be responsible for the protection of the people and suppression of bandits without encroaching upon the rights of their opponents. Any violator of these regulations shall be ostracised by the nation.

Premier Denies Shensi Charges

Premier Chien Neng-hsun denied that Sanyuan and Chingyang of Shensi have been occupied by Northern troops as reported in the local press, according to a telegram from Mr. Chien to Mr. Chu Chi-chien yesterday. Mr. Chien stated that as these two places had been under military occupation by General Yu Yu-jen and in view of the promulgation of the five conditions of armistice by the Government February 13, the Northern troops have refrained from advancing on them and the reports in the Shanghai press are absolutely unfounded.

GERMANS ON WAY HERE FROM ALL QUARTERS

700 Are Coming From Tientsin And 190 More From Hupeh Province

The Bureau for the Repatriation of Enemy Subjects yesterday received reports that over 700 enemy subjects from Tientsin and 190 from Hupeh are leaving for Shanghai on February 25 to be deported. Fifteen Fengtien Teutons started on their southern trip Friday, while three left Newchwang yesterday.

Temporary quarters have been secured at the former German Medical and Engineering School in the French Concession and at the Poo Yi Industrial Home, Nantao, for the first batch of Teutons pending their departure for their Vaterland March 7. Those leaving with the second batch will be given quarters at the Ta Lu Shih Lodging House, Avenue des Deux Republiques, and the Chung Yu Educational Association, Chunghua Road, Nantao.

ANNAMITE KILLS SELF AFTER WOUNDING TWO

Policeman Shoots American Engineer And Chinese Woman; Then Ends Own Life

Two people, one of them an American marine engineer and the other a Cantonese woman, are believed to be dying, the result of a cold, deliberate attempt at double murder by an Annamite policeman who committed suicide after firing the two shots. The tragedy took place in a brothel at 23 Yalu Road shortly after 10:30 o'clock yesterday morning after the policeman had waited two hours for his sweetheart and the American. Jealousy was the motive.

I. C. Isaachsen, 38 years old, whose home is in Chicago and who came to Shanghai January 30 as assistant engineer of the City of St. Helens, a steamer bringing lumber from Portland, Oregon, to the China Import and Export Lumber Company, was shot through the neck as he stepped from the woman's room. The bullet took a downward course, lodging in the back and causing profuse internal hemorrhages. Physicians at the General Hospital say he will die.

The woman was shot in the left abdomen, the long 32-caliber bullet going clear through her body. She was operated on at the St. Luke's Hospital yesterday afternoon in the hope of saving her life.

The Annamite policeman, Hguyam Chi-ky, number 110 and attached to the North Station, Avenue Edward VII, after firing the two shots, placed the revolver in his mouth, pulled the trigger and died instantly.

The Annamite attempted to see the woman Friday night but was unable to. At 8:30 o'clock yesterday morning he again asked to see her and could not. He waited until 10:30, sitting on a bench in the corridor within sight of the room. As the door opened and the American stepped out, he fired, Isaachsen falling unconscious to the floor. The Annamite then fired point blank at the woman, rushed into her room, locked the door and took his own life.

Hongkew police were immediately called and told that the murderer was still in the room. Four foreign officers, Reeves, Burke, McKenzie and Smith, ordered him to open the door. They did not know he was dead.

Reeves threatened to fire and while two of the officers waited with drawn pistols, the other two smashed a panel to look into the room. It was some minutes before the Annamite was seen as he was lying close to the door. French police were notified and identified the dead man.

Isaachsen was formerly employed as a marine engineer in Chicago.

Poles Inflict Defeat On Bolshevik Forces

Capture 150 Guns, Ten Trains And Much Booty Near Kovel

(French Wireless)

Paris, February 21.—(Via Lyons and Koukaza). According to a telegram from Geneva to the Journal des Debats, the Poles have gained a great victory near Kovel, defeating the Bolsheviki and capturing 150 cannon and ten trains with a great quantity of munitions and stores.

Wilson's Ship Left Without An Escort

Battleship New Mexico Forced To Drop Behind Because Of Broken Turbine

(French Wireless)

Paris, February 21.—(Via Lyons and Koukaza). It is announced in Washington that the s.s. George Washington is proceeding on its way to Boston without an escort owing to bad weather. The battleship New Mexico has been left behind owing to a turbine breaking down. The escorting destroyers were also forced to part company with the President's vessel. Secretary of Navy Daniels has ordered a cruiser to proceed to meet the s.s. George Washington.

France's War Bill Is 37 Billion Gold

(Reuter's Agency War Service)

Paris, February 22.—The war expenditure of France up to January 31 amounted to £7,380,000,000, of which £720,000,000 was raised by taxation and £5,700,000,000 by borrowing.

The debit balance of £960,000,000 does not reckon much large and long continuing expenditure which includes compensation £400,000,000, the redemption of the German currency in Alsace-Lorraine £100,000,000 and allowances to soldiers and families between £170,000,000 and £240,000,000.

BRITISH OFFICIALS ATTACKED IN WUCHOW

Consul And Constable Injured By Mob And Held Prisoners In Yamen

(Reuter's Pacific Service)

Hongkong, February 22.—An unconfirmed report from Wuchow states that on Thursday evening the British constable, Mr. J. Groves, interfered with some boat-people who were throwing stones at a Kwellin soldier, owing to an altercation with a Chinese woman, in front of the Consulate. More soldiers arrived and the constable was beaten. Subsequently H. M. Consul, Mr. S. Wyatt Smith, arrived and was injured and the Chinese bound the constable and the British Consul and took them to the General's Yamen. They were subsequently released. The Kwellin soldiers have been arrested. Everything is quiet.

Engagement

Fardel-Cox

The engagement is announced of Miss Vera Fardel, daughter of Mr. and Mrs. H. L. Fardel of 60 Dixwell Road, and Mr. M. J. Cox, son of Mr. and Mrs. H. R. Cox of 2 Bank Mansions, Golders Greens, London. Mr. Cox is general manager for Shanghai of Reuter's Telegram Company, Ltd., and is one of the best known and most popular journalists in China. He was formerly Reuter's representative at Peking and is equally well known there.

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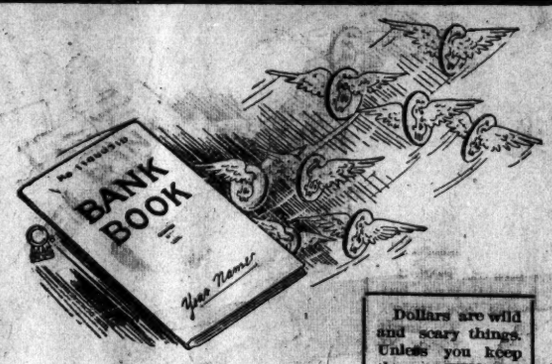

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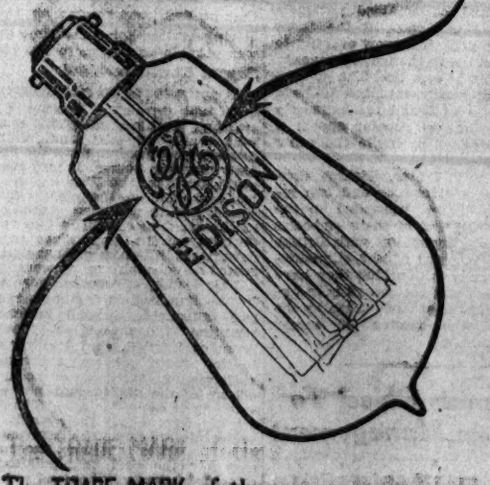

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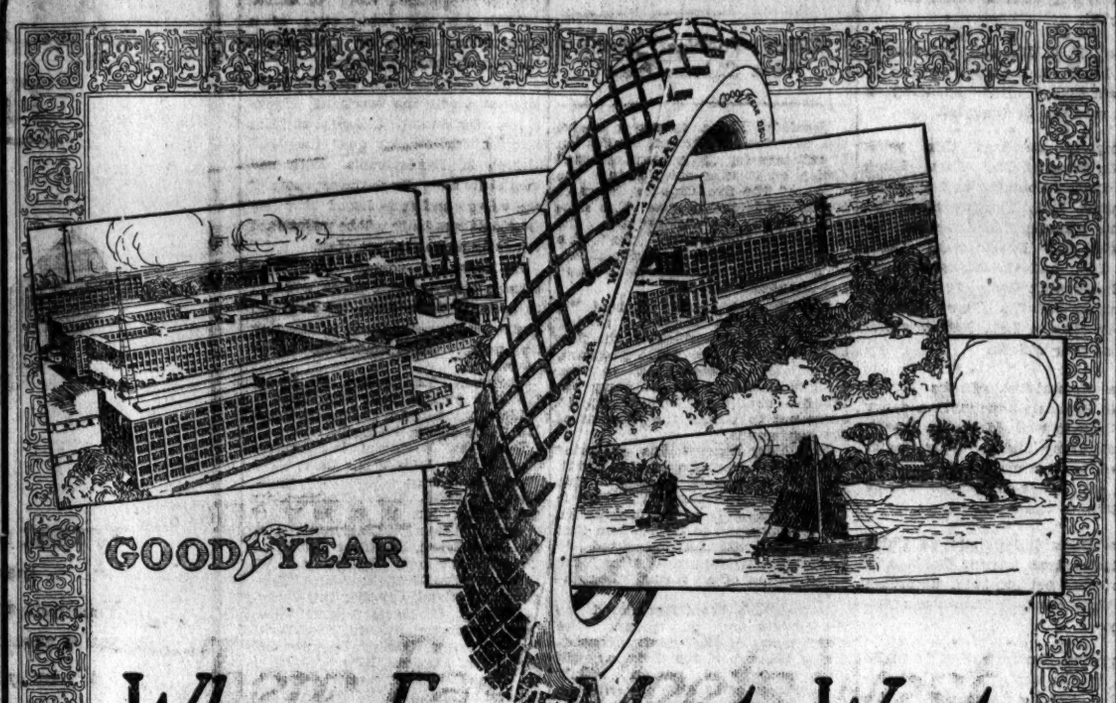

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News Brevities

Dr. H. Chatley of the Whangpoo Conservancy Board will deliver an address Tuesday evening before the Engineering Society. The subject will be "Some Problems on Silt."

* * *

Mr. V. S. McClatchy, editor of the Sacramento Bee and director of the Associated Press, leaves for Peking this morning after a short stay in Shanghai.

* * *

Lieut. F. O. Maxwell, attached to the 15th U. S. Infantry, returns to Tientsin today after spending a short vacation in Shanghai.

* * *

Company meetings this week include those of The Laou Kung Mow Cotton Spinning and Weaving Company, Ltd., Tuesday afternoon at four o'clock; The Shanghai Exploration and Development Company, Ltd., and the Shanghai Loan and Investment Company Thursday afternoon; and the New Amherst Rubber Estate, Ltd., Friday afternoon at four o'clock.

* * *

The Committee of the Cercle Sportif Francais announces a fancy dress ball to be held at the French Club Saturday night. Only ladies dressed in costumes of emerald green and butter-cup yellow will be admitted to the ballroom.

* * *

The Bank Industrielle de Chine has declared an interim dividend of five percent net for 1918, according to advices received from Paris yesterday.

* * *

A unique demonstration is to be given by the students of the Institution for the Chinese Blind for the American Woman's College Club next Tuesday afternoon. The Club is having its monthly meeting at the Institution and afterwards the members are to see the boys at work in the Industrial Department. Several new branches have lately been added; rattan and bamboo baskets and furniture; weaving cloth, belts, tape, and several kinds of rugs; hemp twine for office use, and reed and bamboo blinds for summer varandas.

* * *

The Kiangkwan inquiry is scheduled to be resumed at the Admiralty House Monday afternoon at 2 o'clock.

* * *

The St. Patrick's Society will hold its annual general meeting Wednesday evening at six o'clock at the Palace Hotel.

* * *

For the convenience of residents of Hongkew, copies of the Shanghai Sanitary Laundry Company prospectus and forms of application are available at the Hongkew Branch of the Hongkong and Shanghai Banking Corporation.

* * *

Mr. John A. Fowler, formerly with THE CHINA PRESS, has been appointed United States Trade Commissioner for the Dutch East Indies, Singapore and Federated Malay States. He is traveling on the Army Transport Sherman via Vladivostok and Manila.

* * *

Mr. T. Harborne, British Postmaster, desires to acknowledge with thanks the receipt of books, magazines, etc., from Mesdames E. F. Mackay, C. N. Atkinson, Swann, G. Willoughly Atkins, J. B. Sawyer, L. Concoff, Messrs. The Missionary Home and Agency, The Shanghai Club, Representation for British Manufacturers Ld., P. M. Scott, F. L. Marshall, H. G. Simms, P. Lessner, H. Chatley, N. G. Maitland, D. Mennie, H. A. Atkinson, E. B. Blair, Chas. S. Speyer, W. S. Bidgood, "F. B." and "Anon."

* * *

It is understood that Mr. N. O. Liddell, acting secretary of the Municipal Council, has been appointed secretary of the council, to succeed Mr. W. E. Leveson, whose resignation has been accepted.

* * *

Mr. Ivan Chen, Commissioner of Foreign Affairs for Kiangsu, who was suddenly taken sick Friday, tendered his resignation by telegraph to the Peking authorities yesterday. Dr. Walter B. Billinghurst is attending Mr. Chen.

* * *

Among the officers who returned from the front during the last three days are Lieutenant A. W. McCallum of the Sun Life Insurance Co. of Canada; Lieutenant E. P. Bartley of the Municipal Public Works Department and Lieutenant Hunnex, son of Mr. W. J. Hunnex, formerly a Shanghai journalist.

* * *

Charged with stealing money and jewelry to the value of $1,500, as well as a revolver, from the home of Mr. C. Dick, 99 Bubbling Well Road, a Chinese appeared for trial in the Mixed Court yesterday. The case was remanded one week.

* * *

Twenty-two men charged with being implicated in three armed robberies during the early part of last year, in one of which a Chinese and a Sikh policeman were shot, appeared before Assessor Hayashide and Magistrate Tsang in the Mixed Court yesterday. The case was remanded one week and two of the accused were turned over to the Chinese City authorities for investigation.

China Political Notes From Chinese Press

President Hsu proposes to shelve the question of railways for the present and will decide on it after ascertaining the views of the five Chinese delegates to the Paris Conference. The friction between the Cabinet and the Diplomatic Commission over this question originated from the difference between Pro-American and pro-Japanese interests.

The Cabinet, having received Mr. Chu Chi-chien's telegram stating that the Shensi problem is the first item listed on the peace program, immediately telegraphed to the Tuchun Chen Shu-fang to carry out the five conditions of armistice in order not to hinder the progress of the conference.

Mr. Tang Shao-yi has protested against the issuance of the eighth year Government bonds. The Cabinet has instructed Mr. Chu to explain to Mr. Tang the reasons for the issuance and to inform him that the matter will be submitted to Parliament for approval after the inauguration of a formal Legislature.

Plans have been formulated for the curtailment of troops. The entire army of the country, consisting at present of 100 divisions, will be reduced by 50 percent. Only the services of 50 divisions will be retained. The number of forces in existence, therefore, will be equivalent to that of the third year of the Republic.

The Cabinet has telegraphed to the Tuchuns of Fukien, Shensi, Hunan and Hupeh to investigate about the exact number of Southern forces in their territory in order to find out whether or not their reports will confirm those made by the Southwest. As soon as these Tuchuns file their reports, the reduction of the numbers will be contemplated accordingly.

The Cabinet has decided to allow 200,000 piculs of Kiangsu rice and 300,000 piculs of Anhui rice to be sent to Kwangtung free of duty in compliance with the request of the Kwangtung authorities.

Hangchow College News

China Press Correspondence

Hangchow, February 21.—College opened formally yesterday with the morning exercises in the new Stone chapel. President Stuart addressed the students.

* * *

Word has come from America that the Southern Presbyterian Church has pledged itself to secure $20,000 for the construction of a gymnasium. Part of this money has already been subscribed.

Two American institutions are to be associated with the work at Hangchow, Occidental College, at Los Angeles, California, and the Hill School, in Pennsylvania. Both will contribute annually to the expenses of the college and it is hoped that an Occidental graduate will be maintained regularly on the college staff.

An advisory council has been organised in America which will aim to assist in the securing of men and funds for the college and in directing its policy. Its membership is as follows:

Chairman, Dr. Robert E. Speer, 156 Fifth Avenue, New York City.

Vice-Chairman, Dr. Charles H. Pratt, 216 Union Street, Nashville, Tenn.

From the Northern Presbyterian Church: Dr. John Willis Baer, Vice-President Union National Bank, Pasadena, Calif., (Local Chairman for the West); Mr. D. B. Gamble, of Procter and Gamble, Cincinnati, Ohio; Dr. Silas Evans, President Occidental College, Los Angels, Calif.; Mr. J. W. Wheeler, President Evening "Telegram," Portland, Oregon; Dr. George B. Stewart, President Auburn Theological Seminary, Auburn, New York; Dr. D. Johnson Fleming, Lecturer and Director of Missions, New York City; Dr. Amos P. Wilder, formerly Consul-General at Shanghai, Yale University, New Haven, Conn.

From the Southern Presbyterian Church: Dr. J. P. McCallie, President McCallie School, Chattanooga, Tenn., (Local Chairman for the South); Prof. J. Lewis Howe, Washington and Lee University, Lexington, Va.; Dr. Stuart Nye Hutchison, Pastor First Presbyterian Church, Norfolk, Va.; Dr. James T. Vance, Pastor Presbyterian Church, Nashville, Tenn.; Dr. W. J. Martin, President Davidson College, Davidson, N.C.; Mr. Charles M. Norfleet, Winston-Salem, N.C.; Mr. Charles A. Rowland, Athens, Ga.

* * *

Professor W. Reginald Wheeler has returned from America and will have charge of the English Department during the present term.

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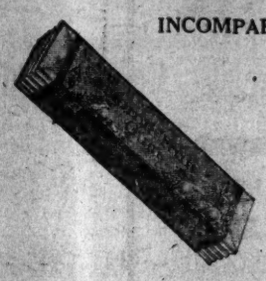
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SHANGHAI

Shantung Railway Pact Disputes Obata's Word

(From Our Own Correspondent)

Peking, February 18.—The text of the Shantung Railway Agreement, signed between the Japanese Minister for Foreign Affairs and the Chinese Minister to Tokio has been made public.

The text of the treaty speaks for itself, but some points need emphasis. At the interview granted to the foreign correspondents in Peking on the 5th instant, Mr. Obata explicitly stated that the Shantung Railway Agreement of September 24, 1919, which is given in full above, was *purely a commercial agreement*, and as such did not require ratification by the Chinese Government. His statement to quote two reports of the interview was:

He did not think it necessary to have the September Railway Agreement ratified by the Chinese Government as it was a *commercial transaction* carried on in Tokio between Japanese *financiers* and the Chinese Minister. . . . Asked whether it was usual for a plenipotentiary to submit for the approval of his government a document containing political considerations, Mr. Obata said he thought it was, but *this Railway Agreement had no political character.*—Reuter's Report of Interview.

The Shantung Railway Agreement was *simply and solely a commercial agreement. It had no political significance whatever.*—Your Own Correspondent's Report.

A single reading of the document is all that is necessary to establish Mr. Obata's complete ignorance of the document, or his determination to mislead the correspondents. As Mr. Obata was in Tokio, in the Japanese Foreign Office, in charge of the China department of that office, at the time this transaction was effected, the correspondents here have only had their original impressions on this point confirmed. The agreement has not a trace of the commercial character about it.

In the second place, the document is not binding. On Mr. Obata's own showing it is "usual" for a plenipotentiary "to submit for the approval of his Government a document containing political considerations." Wheaton (International Law, p. 358, Fifth Edition) tells us that "In order to enable a public minister or other diplomatic agent to conclude and sign a treaty with the Government to which he is accredited, he must be furnished with a 'full power' *independent of his letter of credence.*" There is no evidence whatever that Mr. Chang, Chinese Minister to Tokio, was so empowered. The fact that he makes no reference to such powers in his reply, the further fact that he does not in his reply state that he has referred the matter to his Government, and the additional fact he has left his letter undated, go to show that he had not received any special authority in the matter. Again, the document is not binding because it has not had the sanction of parliament. Article 35 of the Provisional Constitution declares.

The President declares war, negotiates peace, and *concludes treaties with the approval of Parliament.*

No parliament has given its sanction to this document, which is simply and solely a Japanese stranglehold on Shantung.

It may be objected that this is not a treaty, but merely an exchange of notes. The importance of the transaction justifies its classification as a treaty and Mr. Obata does so regard it. He holds that it is binding: "Any agreement signed by the Chinese Minister to Tokio must be regarded as having the authorisation of the Chinese Government."

The agreement was signed by the Chinese Minister to Tokio and the Foreign Minister of Japan. Mr. Obata had said it was a transaction between the Chinese Minister and "Japanese Financiers." The document was not ratified by the Chinese Government, but the Japanese advanced $10,000,000 on the strength of it. Both Mr. Obata and Mr. Tsao Ju-lin state that there is no reason why the document should have the ratification of the Chinese Government, as it is binding upon her in any case. This naturally raises the question whether the Minister of any state can make with the state to which he is accredited a treaty that is binding without further ratification by his own Government. In the light of the principle quoted above from Wheaton he cannot do so, but if Messrs. Obata and Tsao succeed in making this treaty binding they will have thereby established a new and far reaching principle in international law.

The provisions of the treaty are intolerable. By Article 4 the whole control of the railway zone, through the so-called Chinese police force that is to preserve law and order in this main artery of trade in the province, becomes Japanese without qualification and without time limit.

Article 6 provides that nothing decided by the Peace Conference shall disturb the firmness of the Japanese position. Whatever decision may ultimately be reached as to the ownership of the railway. "The railway is to be placed under joint management of China and Japan."

There is one very important element of satisfaction to record in connection with this document, and that is that by this time it is in the hands of the Paris Conference. The text of the agreement has been telegraphed to Paris and the Chinese Delegation has been instructed to lay it on the table of the Peace Conference, so that it is now solely a question for the Conference, where lies China's main hope. There is no need for back-door diplomacy in Peking or Tokio to exercise itself in the matter, for it will avail nothing.

ANTI-OPIUM ASSOCIATION TO BUILD UP MEMBERSHIP

Will Launch Campaign Soon; Taking Energetic Steps To Suppress Drug Traffic

A membership campaign will soon be announced by the International Anti-Opium Association of China. All nationalities will be requested to join and the membership fee has been fixed at one dollar yearly. Copies of the constitution may be obtained by addressing requests to Dr. Monlin Chiang, Kiangsu Educational Association, West Gate, or to Dr. A. L. Warnshuis, 5 Quinsan Gardens.

Since the organisation of the international association at the mass meeting held on January 17, the committee has been actively pressing forward its work along several lines.

The necessary legislation for controlling the traffic in opium, morphia and other allied drugs has been provided in the Conventon signed at The Hague, January 23, 1912. This Convention needs the ratification and enactment of administrative regulations by the nations signatory thereto in order to be effective. For this reason the association has sent cablegrams and letters to the president of the International Peace Conference in Paris, and to the Chinese and American delegates present there appealing to them to place this subject upon the program of the League of Nations for early consideration and necessary action.

The association has also made representation to the ministers of all the treaty Powers represented in Peking, appealing to them for their support in bringing this question before the International Peace Conference and asking them to assist in every possible way to secure effective legislation by the respective governments for the prohibition of the exportation of opium and morphia to China. Definite assurances of hearty co-operation have already been received from the British, American, Belgian and Russian legations. In this matter the Shanghai branch is co-operating with the Peking and Tientsin branches of the association.

Representations have been made by the association to the Ministry of Justice, appealing for the amendment of the provisional code of laws, so as to provide adequate penalties for the transgression of the anti-opium regulations. Representations are also being made to the Internal Peace Conference with reference to the immediate suppression of the planting of poppy in various parts of China.

The association is receiving information and other evidence of the relation of certain Government officials to this poppy planting and is taking the necessary steps to bring this evidence to the attention of superior officials.

There has been a successful conference between representatives of the Customs and some of the steamship companies in order to devise ways and means to effectively prevent smuggling of opium. Various representations have been made by the Conference to the authorities concerned and it is expected that good results will be apparent in the near future.

Prince Of Prussia And Wife Arrested

Will Be Conducted Under Escort To Frontier On Charge Of Intriguing

(French Wireless)

Paris, February 21.—(Via Lyons and Koukaza). According to a telegram from Munich to the Deutsche Zeitung, Prince Joachim of Prussia has been arrested with his wife, but he is not involved in the events which occurred on Wednesday. He will be conducted, under escort, to the Prussian frontier.

(Reuter's Agency War Service)

Copenhagen, February 20.—A message from Munich states that Prince Joachim of Prussia, a son of the ex-Kaiser, has been arrested as it is suspected that he is connected with certain intrigues.

Copenhagen, February 20.—A message from Berlin states that the strike of employees in the stores mentioned yesterday has been settled.

HIGH FINANCIAL EXPERTS MUCH NEEDED BY POLAND

Country Has Ample Resources But Requires Assistance For Their Development

(American Press Wireless)

Paris, February 19.—The following despatch has been received from Mr. Bass, the American representative with the Allied Mission to Poland:

Warsaw, February 17.—Fugitives arriving from Eastern Prussia state that German soldiers are flying the old Imperial standard instead of the new republican flag, and there are noticeable strong movements amongst the Junkers to organise against Poland.

Food seems to be much more plentiful and cheaper in East Prussia than in Warsaw. Meals cost from five to ten marks against fifteen to twenty-five here and boots can be purchased for ninety marks compared with five hundred in Warsaw. Rolling stock also seems plentiful. The present situation in Poland constitutes the economic problem of how the Poles will pay for the raw material they so urgently require. Polish marks, printed in Germany, have no sort of cover and probably are not even quoted in foreign exchanges. It is reported that the Germans are still paying in notes.

The situation in Poland demands the despatch of high financial experts to the country, whose resources are great. Poland has no war debt and no national debt unless France should require her to resume a portion of Russian indebtedness in consideration for the sum which Russia expended for the construction of railways in Poland.

Political circles do not consider the small majority of President Marshal Postneau as signifying weakness of the Government, since Marshal Postneau was elected on his personal merits rather than on his political affiliations with parties in the Polish National Assembly. The democrats are seeking closer connection with the German Poles, as the latter are better organised and more conservative. Therefore a test of the strength of parties will come on the admission of members from Prussian Poland.

Unfavorable stories are being circulated in Warsaw concerning President Wilson, who is said to be opposed to sending General Haller's army home, on the ground that the Czechs made use of their troops for imperialistic purposes. So far I am unable to tell the source of these rumors.

HAVE YOU HAD THE GRIP?

There are certain disorders such as Influenza, or "the Grip," that especially debilitate and make the body an easy prey for more dangerous diseases. Ask those who have had the grip regarding the present condition of their health and most of them will answer: "Since I had the grip I have never been well." They still have profuse perspiration, the persistent weakness of the limbs, the disordered digestion, shortness of breath, and palpitation of the heart caused by the thin-blooded condition in which the grip almost always leaves its victim after the fever and influenza have subsided. They are, furthermore, at the mercy of relapses and of complications often very serious.

In an attack of the grip there is a rapid thinning of the blood, and until the blood is built up again there can be no complete recovery of health and strength. In fact the thin blood often results in a lack of nutrition of the nerves that produces a form of nervous trouble called by medical writers "post grippal neurasthenia," or neurasthenia following an attack of the grip.

To build up the blood there is one remedy that has been a household word for a generation, Dr. Williams' pink pills for pale people. They tone up the whole system, make the blood rich and red, strengthen the nerves, increase the appetite, put color in the cheeks and lips, and drive away that unnatural tired feeling. They also safeguard people from getting Influenza by keeping the system in a fit condition to ward off attacks of this disease.

Try Dr. Williams' pink pills without delay if you are a sufferer from the after-effects of the grip or any form of debility caused by thin blood. They are obtainable from medicine vendors everywhere, also post free, one bottle for $1.50, six for $8.00, from the Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai. A booklet full of useful information on "Building Up The Blood" will be sent free to any reader in response to a postcard request to the above address.

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operates the NATURAL Way
Natural as Writing by Hand-
Speedier than you can Count-
Practical for Touch Method-
Simplest in Construction-

When You Write

Four Thousand, Five Hundred, Seventeen

WHEN you write four thousand, five hundred and seventeen on the Dalton, you depress keys 4, 5, 1, 7. No time is lost finding the proper key, because there is only one key for each numeral—only 10 keys in all.

Whether you wish to record 4 thousands, 4 hundreds, 4 tens or 4 units, it's all the same—you press the only "4" key on the keyboard. The same is true of all 10 numbers. The keys are quick to find—require less effort and time—save all waste motion. This method of operation makes the Dalton simple and easy to use—hence, speedier.

From 81 Keys to 10

From Complexity to Simplicity

That tells the story of the Dalton—the little 10-key keyboard contains the secret of its efficiency—its superiority.

Its time and labor-saving power, its reduction of parts, its lesser friction, longer life, ease of operation, speed in action—all these and more are directly attributable to the 10-key keyboard.

Pay no attention to decimal order. The Dalton takes care of that automatically.

It's not necessary to determine beforehand whether the number to be listed is tens, hundreds or thousands. Simply press the correct key and the Dalton automatically places each figure in its proper column—the units in unit column, the tens in tens column, etc., without effort or throught on the part of the operator.

MUSTARD & Co., Sole Agents

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The Touch Method

No calculating machine is so ideally adaptable to the touch method of operation. The Dalton's arrangement of numerical keys in parallel rows, together with its light, responsive mechanical action, are all scientifically correct for this practical, speedy form of operation.

Touch method increases speed 25 to 80 per cent, depending on the nature of the work. It eliminates eye strain. No need to shift eyes alternately from copy to keyboard, and from keyboard to copy. On the Dalton, the fingers rest on the keys—you depress them as you would play a piano—without looking at the keys—it conserves your eyesight.

Touch method permits of continuous lengthy operations at top speed because less exhausting. Try the Dalton—ask for free demonstration.

BALANCE OF CAMPAIGNS IS AGAINST BOLSHEVIKI

Have Had Advantage In Some Theaters But Are Beaten On Most Sectors

(Reuter's Agency War Service)

London, February 20.—Reuter's Agency learns that the following is the present situation on the different battlefronts in Russia.

In North Russia the position at Murmansk and Archangel is unchanged. It is reported that the Bolsheviki are massing troops here and their numbers have more than doubled since the beginning of the year but there are no signs of an ambitious offensive at present.

On the Eastern front the Siberian army is extending its right wing northwards from Tcherdin to Ustnemmskoi, where there has been fighting. A Siberian counter-offensive further south continues satisfactorily.

On the southern front General Denikin has gained the overwhelming victory mentioned in earlier cables and the whole of the province of Stavropol has now been cleared of the Bolsheviki, who are holding a front with their left flank resting on the Caspian. General Denikin has also occupied the valuable oil wells at Grosny and is in touch with the advance guard of General Thomson's force at Petrovsk.

The defeated Bolsheviki are in a very uncomfortable situation owing to bad communications and more important successes of General Denikin's volunteer army are anticipated.

The army of the Don has had extremely heavy fighting during the past week along its whole front from Tsaritsin to Mariopol in which it is admitted that the Bolsheviki generally had the best of matters, chiefly owing to the demoralised state of the Cossacks. A counter-offensive by the left wing east of Bakmut has however slowed down the advance of the enemy and resulted in the capture of a thousand prisoners and two guns while the second Soviet division, which is composed almost entirely of Chinese and Lettish troops, has been entirely destroyed.

M. Clemenceau Is Out Of Danger

(Continued from Page 1)

who expressed the opinion that he would be up again in a day or two. The Government was immediately sending a message of sympathy and indignation. The suggestion that the Speaker should send a special message on behalf of the House was contrary to all precedent but would be considered.

Struck By First Bullet But Keeps Seat Calmly

(American Press Wireless)

Paris, February 19.—Seven shots were fired point blank at M. Clemenceau, the French Premier, by a man known in anarchist circles as "Mellin." Three bullets struck the Premier, one entered under the right shoulder and lodged under the left shoulder, missing the spinal chord and the lungs. The other two wounds are scarcely more than embrasures on the skin on the right arm and right hand. Two other bullets passed through M. Clemenceau's clothing.

It was about eight o'clock when M. Clemenceau emerged from his house in the Rue Franklyn, wearing a fur lined overcoat and bowler hat and carrying a portfolio under his arm. He stepped briskly across the sidewalk and entered a military limousine driven by a soldier. Otherwise the car was quite empty. As the automobile pulled out, four cyclist policemen accompanied it, two in front and two in the rear.

The vehicle was slowly proceeding from the Rue Franklyn into the steep Boulevard De L'Esselt, when a man wearing a waterproof coat jumped from the crowd which at the moment had gathered round a shop making morning purchases. The assassin, who had been hiding at the edge of the sidewalk, fired through the glass in the door of the automobile at a distance of six feet. A bullet smashed the panel and struck the Premier on the right shoulder, traveled downwards towards the right breast, happily missing the lung, and lodged under the left shoulder.

Coolly Walks Back Home

The driver threw the car into third speed just as two more bullets crashed through the rear of the vehicle. The car instantly stopped with a grinding of wheels and the crowd rushed towards M. Clemenceau, who coolly remained seated after momentarily jumping when the first bullet struck him. He then got out of the car and assisted by the people walked back to his house.

In the meantime the police arrested the assassin after a brief struggle. The crowd endeavored to tear him to pieces. Their first impression was that he was a Bolshevik, and as they followed him to the police station a few yards away the infuriated mob yelled "Kill the Bolshevik."

Assassinations Were Feared

"The blow has fallen." This is the remark heard everywhere in Paris as the result of the dastardly attempt to snuff out the life of the brave old French statesman, Premier Clemenceau. Those in intimate touch with conditions in Paris during the Peace Conference and have seen the seat of the differences between political people assembled here to adjust difference have frequently voiced fears of such an incident as this. This fear has not been spoken aloud but it has been breathed. It was not known from what quarter it would come nor was it suspected who would be the victims, but there has been constant restless uneasiness.

Americans in Paris in intimate touch with the aged Premier deplore the foul attempt to end his usefulness. Though they may have disagreements as to policies and become irritated at delays at the Peace Conference, they have never ceased to admire M. Clemenceau's courage. There is general belief that the assassin's bullets may not prove fatal. M. Clemenceau's residence is besieged by Americans sending or offering in person deep sympathy.

Americans here expressed fears for the safety of President Wilson should he return to France, and undoubtedly are trying to influence him to remain in America.

Indignation In Japan

(Reuter's Pacific Service)

Tokio, February 22.—Strong indignation is felt universally at the dastardly attempt on the life of M. Clemenceau, especially with those who have been closely following the developments of the great war.

In an editorial the Jiji says that the attempt to kill M. Clemenceau, who has done so much not only for France but also for the Allies in carrying the war of justice to victory, is too heinous to be thought the act of a human being and can only be compared to the act of a mad dog. There is some relief that the injury fortunately is not vital, but considering his age, hope is somewhat dimmed. However, there is consolation in the fact that the best medical skill will doubtlessly be devoted to the patient. The importance of M. Clemenceau's life is now unlimited to France and the cause of justice and humanity, which are closely knit with the arrangements of the terms of peace. "We may be considered as praying for his speedy recovery."

ISSUE SHARPLY DRAWN IN FIGHT OVER RAILWAY

Tsao Ju-lin And Lu Cheng-yu Waging Japan's Battle To Prevent Reform

(Reuter's Pacific Service)

Peking, February 21.—The neutralisation of all the Chinese railways continues to engross attention in official circles. The Diplomatic Commission and also a majority of the Government are strongly in favor of the scheme but Tsao Ju-lin and Lu Cheng-yu, acting under Mr. Obata's instructions, hotly oppose it, contending that while the railways are divided between the Powers there is a chance of China recovering them but a central railway administration in which all the Powers are interested means the permanent alienation of the railways. The Japanese Minister recognises, however, that the future of Manchuria and Shantung are really involved in the unification of control and that real neutralisation of the railways in China means the restoration of those provinces which are rapidly coming under allen control.

The Communications Party is supporting the Japanese as that clique fears the loss of this profitable family concern, which has been run in their interests and not in the interests of China.

Meanwhile the Japanese are attempting to rush through the completion of the railway agreements which are likely to be submitted to the Peace Conference in Paris.

TO MAKE NEW DRAFT ON INTERNATIONAL RIVERS

Allied Commission Reaches Agreement On General Principles To Be Embodied

(Reuter's Agency War Service)

London, February 19.—An official communique from Paris announces:

The Inter-Allied Sub-Commission on Ports, Waterways and Railways met yesterday and discussed the two draft conventions on international rivers submitted by the British and French delegates.

The general principles embodied therein appeared to be acceptable to all the nations interested. It was agreed that a revised draft should be drawn up by a Drafting Committee consisting of delegates of the British Empire, France and Belgium.

Washington Ball Festive And Gay

(Continued from Page 1)

tentlike appearance to the roof and brightly colored lanterns encircling the whole on strings running about the wreathed white pillars of the pergola.

Flags, bunting and young bamboos swathed the east end of the hall and above all, with a spot light playing on the features and the Stars and Stripes flanking the frame, hung the big picture of the first President, painted specially for this annual affair years ago.

The supper room was a mass of Allied color with a long table running clear round the room and the bar, across the hall, was likewise lavishly decked. Altogether it was a highly effective staging for the ball. The decoration committee was headed by Lieut. G. F. Ashley who was assisted in yeoman style by Lieut. V. Olsen, whose special province was the lighting scheme, Sgt. Adamson, Privates Tandberg, Schrock, Hall and Marble, men from the American warships and others. Messrs. Weeks and Co. are responsible for an elaborate share in the scheme and work of decoration.

And while committees are being mentioned a few hearty cheers are in order for the gentlemen in charge of providing the refreshments. The buffet supper, for which the American Club chef was caterer, won the hearts of all samplers, and their admiration as well for the efficient way in which the tasty edibles were served.

Taking things by and large and all in all it was a considerable party, as the saying is, and the big portrait of its patron President—which it might be remarked in passing does NOT show the Father of his Country in a particularly benevolent mood—was observed to be wearing an expression of entire beatitude along toward the sunrise hour this morning.

Members Of Committees

The Committees which had charge of the affair are as follows:

General Committee: Consul-General Thomas Sammons, Chairman; Capt. S. A. Ransom, Vice-Chairman; Cpl. H. F. Kay, Hon. Sec. and Treas.; T. F. Cobbs, J. H. Dollar, Dr. W. T. Findley, W. S. Fleming, J. D. Gaines, J. W. Gallagher, E. H. Grooms, A. R. Hager, A. J. Israel, J. J. Keegan, F. J. Raven, Pvt. W. E. Sauer and C. L. Seitz.

Decorations: Lieut. G. F. Ashley, Chairman; Lieut. V. Olsen, Vice-Chairman; Sgt. A. C. Davis, L.-Cpl. A. Q. Adamson and Privates W. A. Dunn, R. F. Hall, H. W. Marble, R. P. Roberts, M. G. K. Schrock and E. A. N. Tandberg.

Refreshments: C. L. Seitz, Chairman; Pvt. W. E. Sauer, Vice-Chairman; E. H. Grooms, 1st. Sgt. H. A. Vanderbeek, L.-Cpl. C. J. Langley and Privates J. S. Dolan, A. S. Goldsmith, A. G. Loehr, B. Shainin, J. D. Sullivan, F. J. Twogood and N. A. Viloudaki.

Floor and Music: J. J. Keegan, Chairman; Lieut. A. H. Swan, Vice-Chairman; Sgt. J. W. Baldwin, Corporals G. A. Fitch, W. M. Porterfield and E. D. Alexander; Privates A. F. Blanchard, A. Glemby, N. G. Harris, E. N. Heen, J. J. Simon and R. S. Haskell.

Cloaks, Carriage and Police: Cpl. H. T. Bradley, Chairman; Private A. E. Ericson, Vice-Chairmen; Privates H. P. Bankert, J. B. Katz, C. A. Smith and P. N. Wilkins.

Finance and Subscription: F. J. Raven, Chairman; A. J. Israel, Vice-Chairman; J. H. Dollar, Corporals S. B. Stevenson and C. L. Boynton; Privates T. C. Britton, C. F. Fondey, F. B. Lynch and G. M. Smith.

Executive Staff: Cpl. H. F. Kay, Chairman; Sergt. R. F. Wilner, Recording Secretary; Privates W. H. Blackwood, R. B. Gardner, J. B. Powell and M. N. Zankl.

THE TOP-NOTCH OF SCOTCH is "King George IV" Scotch Whisky

An ideal refresher during "a hundred up." "King George IV.," like a fine player, scores every time it goes to the table, so take the "cue," leave the "rest," and don't "miss" or be "baulked" of this exquisite beverage.

"King George IV." is "top-notch" in all the essentials of a high grade whisky—great age—fine bouquet—rounded mellowness—and perfect purity.

ONE OF THE PRINCIPAL BRANDS OF THE DISTILLERS COMPANY LTD.

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Gande, Price & Co., SOLE AGENTS

TOMORROW AT THE APOLLO

CHARLES CHAPLIN IN "SHOULDER ARMS"

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

150 CASES OF NEW GOODS

ADVANCE SHOWING OF SPRING NOVELTIES

150 CASES OF NEW GOODS

ALL THE NEW SHIPMENTS ARE BEING UNPACKED THIS WEEK

LISLE HOSIERY FOR THE SPRING

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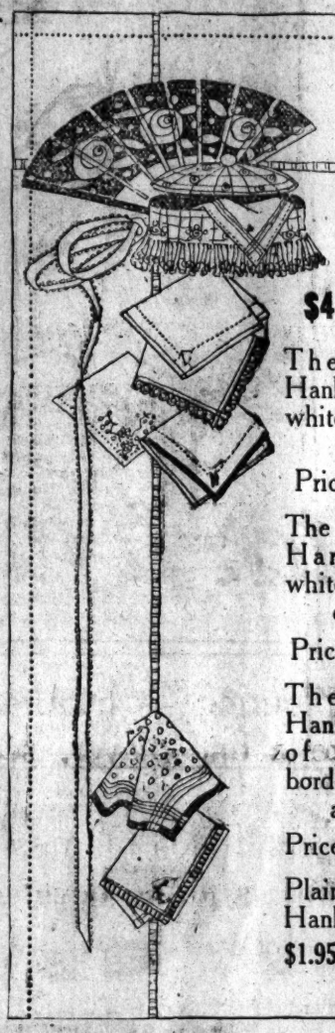
NOVELTIES NOW HERE

Ladies' Lisle Hose as sketch, Black and White Check, White and Black Check, Black and Tan Check 9, 9½ only **$2.00** pair

Fine Gauge Black Lisle Hose with pretty black silk clox. Price **$1.50** pair

New Black Lisle Hose with very smart Lace clox. Price **$1.25** pair



Ladies' White Lissue Hankies

$4.00 per dozen

The "Queenie" Hankies a novelty white lawn with lace border

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The "Erin" box of Hankies. 6 useful white lawn handkerchiefs in box

Price **$2.00** box

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Price **85** cts. the card

Plain White Lawn Hankies in stock at

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THE NEW FRENCH VEILINGS

Just a few pieces only of the new style veiling now in vogue at home. Very smart effects in cord etc., on net.

Prices $1.00 $1.20 yard

Have You Seen The

Paris Bombardment Veils. The Babette.

Price $2.00 each

Silk Dress Nets

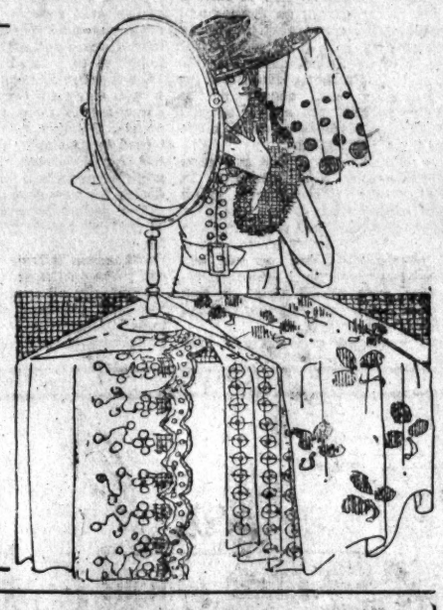
A complete range of colors: Black, White, Pink, etc. 54 inches.

Price $2.50 yard

Crepe Georgette

In a bewildering range of shades 40 inches wide.

Price $3.00 yard



Ladies' Wool Mercerised Silkstitch Combination

Size Medium $6.75 Large 7.00

Vests can be had in the same quality.

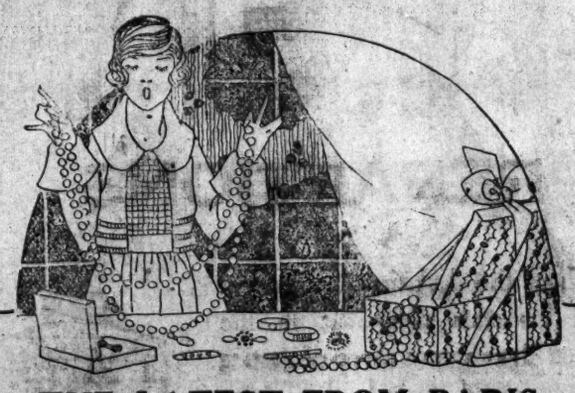
Light Weight Silk and Wool Underwear for the Home Voyage.

No. 462.

Fine White Silk and Wool Combination in High Neck, Long Sleeves, Size Medium, $8.25. Large $8.50

No. 152. High Neck, Long Sleeves, Size Small $7.00 Medium $7.50 Extra Large $8.50

No. 4168 B. High Neck, Short Sleeves. Size Medium $6.75 Large $7.50



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FRENCH BEAD NECKLACES

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Prices **$1.25, 1.50, 1.75, 3.00, 3.50, 4.00, 4.75**

Gloves for the Spring

New delivery by post of the "Bouvres" Suede Gloves White, Tan or Grey. 3 Buttons. Price **$2.75** pair

For The Spring

"Blanche" White Kid Gloves. Price **$2.75** pair

"Brighton" Kid Gloves Tan and White $3.50, Grey $3.75

"Olan" Tan Suede Gloves. Price **$3.50** pair

"Nennie" Castor Gloves Chamois $3.00, White $3.50 pair

300 French Muslin Collars

Our first show of collars, just unpacked this week and they are really very chic. Many styles — in fact the best choice we have ever offered.

PRICES

75, $1.00, 1.25, 1.50, 1.75 up

ADVANCE NOVELTIES IN OUR DRESS SECTION

Crepe Voile Elaine. A dainty and stylish material in smart Nondescript stripes. These are going to be quite a success. Width 28" Price $1.25 yard.

Cotton Sennet. The new fancy Cotton for dresses. Very smart broad stripe colorings in Pink, Blue, Helio, Rose—and White Stripe 27" Price 85 cts. yard.

Duro Cambries. In fine Stripes Pair and Wider Black or Navy and White 31in. Price 90 cts. yd.

Vel. Sateen. A very dressy Cotton material for dresses in a splendid range of colors. Black and White spots and stripes. Navy and White spot and checks 29 inch. Prices $1.25 per yard

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FIRST POST SHIPMENT OF NOVELTY LENGTHS

One dress length of each design only. The very latest.

Price $9.50 and 10.50 The piece.

SOLID SILKS SCARVES

Made in S.U.A.

The finest range ever shown in this City

Another parcel of very smart designs in the very best silk scarves

CALL IN AND SEE THESE TOMORROW

PRICES

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EACH

BATSWING TIES American style with the wide 2 inches ends **$1.00** ecah

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WE HAVE JUST MARKED OFF A FINE ASSORTMENT OF GOLD AND SILVER LACES

WHITEAWAY, LAIDLAW & CO., LTD., SHANGHAI

TERMS: CASH at time of purchase or on delivery of goods

LOW GOLD OUTPUT A NATIONAL PERIL

Committee Of Experts Says That War Restrictions Have Crippled Mining

PLANS FOR REHABILITATION

Removal Of Excess Profits Tax And Privilege Of Free Export Are Recommended

Washington, January 5.—A special committee of gold experts has just filed with Secretary Lane of the Department of the Interior a report on gold production in the United States, in which it is shown that the decline in the production of gold in this country is a matter of serious national concern. The Chairman of the committee is Hennen Jennings, consulting engineer of the Bureau of Mines, and its other members are J. H. Mackenzie and Charles Janin of the Bureau of Mines, H. D. Caskey and I. L. Ransome of The United States Geological Survey.

The report, of interest not only to the gold-mining industry, but also to financial and business men as having an important bearing on finance and credits and the consequent prosperity of the country, says that "gold mining has been seriously injured by the war and has been discriminated against for the protection and benefit of the Treasury in that the export of gold and even the internal free trade in the metal were interrupted."

The committee says that prices on all commodities have advanced in terms of the Government's paper money except that of the ounce of gold, which has a fixed price of $30.67. "Thus in reality," says the committee, "the purchasing power of gold has decreased in proportion to the increase of other commodities which in one way or another are factors in the obtaining of new gold.

"The present decrease in gold production is serious, as the maintenance of a sufficient gold reserve is essential to the security of our national finances and credits. The United States is the most favored nation in regard to gold reserves, holding over $3,000,000,000, or nearly one-third of that of the world, but it has contracted debts on a gold basis many times that existing before the war."

The committee gives as the principal reason for the decline in gold production the increase in operating costs in the most favored quartz mines from 57 cents to produce a dollar's worth of gold in 1917 to 70 cents in 1918.

Various means of stimulating the production of gold at this time were considered by the committee. Payment of a bonus on newly mined gold, advocated by many, is frowned upon by the committee. The elimination of the excess profits tax on gold mining and the encouragement of larger outputs thereby is advocated, and the statement is made that larger dividends paid to shareholders will mean greater revenue for general taxation than could be obtained through any excess profits tax.

"The privilege of free export and of sale to manufacturers would stimulate production and aid gold mining," says the committee, "and might also be a safeguard against inflation. The Government might increase production by assisting in improving methods of mining and metallurgy of gold ores. Possible methods of maintaining the visible gold reserve would be in the curtailment of the use of gold for manufacture and making a call on the public to turn in hoarded gold. In France voluntary contributions by the people since the war began have amounted to more than 2,000,000,000 francs. Further relief might be obtained by amending the War Minerals Bill to include gold and voting an appropriation to be used in directing the search for new deposits."

The committee says that the future of gold mining in the world is problematical; that the gold output of the world seems to have passed its zenith and to be on the decline.

"Virtually all economists agree that the gold standard should be maintained," says the committee. "Even those who have profound ideas as to the advisability of a different standard concur that it would be dangerous to attempt any drastic changes during the war and the readjustment period. The gold standard is of vital necessity in the regulation of foreign exchange, and shipments of gold to neutral countries should be encouraged to stabilise the value of our dollar, to insure confidence and to promote business relations."

DEPTH-BOMBED BY FRIENDS

One Of The Greatest Dangers Faced By Allied Submarines

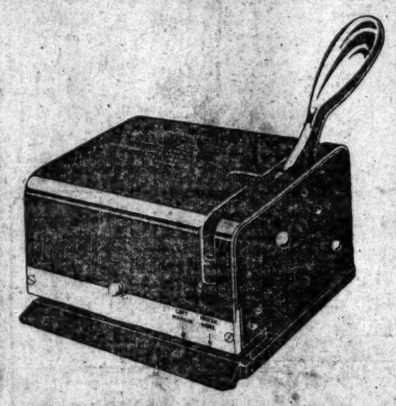
London, December 26, (Correspondence of The Associated Press.)—One of the greatest perils to Allied submarines during the war was attack by friendly destroyers. A submarine was assumed to be an enemy when sighted by the ships of any Allied nation, and it was the submarine's business to show recognition signals if she was not German.

But if it was a destroyer that sighted the submersible she was always making for the little craft by the time the recognition signals could be shown. A slight hitch in getting up a flag or firing a rocket meant that the submarine had to seek safety beneath the surface.

Probably the last attack of this sort was made by American destroyers on a new British submarine of a large type. She was being tested when sighted by the destroyers, and they made for her full speed. Something happened to the signal system and the underwater vessel submerged as depth charges began to tear up the water. One charge shook her until the crew thought she was doomed.

The submarine was constructed to dive 320 feet, but that was forgotten as charge after charge exploded nearby. Finally she struck bottom at 300 feet, and it was found she was not badly damaged. She was kept on the bottom until her commander was certain the destroyers had gone. Then she was cautiously brought to the surface.

"She doesn't need any more testing after that experience," the commander reported to the officer in charge of the submarine base.



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—Extracts from letter of a Corona user in the United States Army, who was formerly in ambulance service in France.

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You know the ineffable sweetness of such an experience—don't you? Years back, perhaps—and now the birds are gone, the violets are dead, even the old garden has fallen into decay. But—there is left to you the unfailing joy of living it over each time a breath of these perfect preparations drifts into your world.

Only the matchless skill born of long experience could produce these perfect fragrances, compounded of tender petals, the dew and the soft night wind. Try it for your own pleasure. You'll never again be without it.

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HERE'S HOW AND WHEN TO PLANT YOUR SPRING AND AUTUMN VEGETABLES

Note: For This Excellent Garden Table We Are Indebted To President F. J. White Of Shanghai Baptist College

TIME TO PLANT	NAME	BEST VARIETIES	DISTANCE BETWEEN ROWS	DISTANCE APART IN ROWS	DEPTH	UP	THIN TO	READY FOR USE		OTHER NECESSARY POINTS
Spring Planting										
March 1 to April 1	Potato	Any Chinese or American	24 to 36 inches	12 inches	4 inches	15 to 30 days	—	90 days	June 1	Best eaten young unless soil well drained.
March 1 to April 15	Pea	Thomas Laxton	Two rows 6 inches and 24 inches between the pair	2 or 3 inches	3 inches	5 to 10 days	—	60 days	May 1	Plant succession when previous planting appears. Thomas Laxton, the only best variety, must have sticks but is well worth them.
March 1 to May 1	Beet	Detroit Dark Red	12 inches	2 inches	1½ inches	7 to 15 days	6 inches	50 days	May 1	Should be eaten when one to two inches in diameter.
March 1 to June 1	Lettuce	Black Seeded Simpson	6 inches	Sow	½ inch	2 to 10 days	Thin to eat	20 to 40 days	April 15	Many good varieties; good head lettuce is Salamander or Big Boston.
March 1 to May 1	Radish	White Icicle	6 inches	Sow	½ inch	5 to 10 days	Thin to eat	30 to 45 days	April 15	White Icicle the best small radish.
March 1 to April 15	Parsnip	Long Hollow Crown	12 inches	Sow	½ inch	15 to 20 days	6 inches	Next Winter	October	Always successful.
March 1 to May 1	Cabbage	Large Late Drumhead	24 inches	24 inches	½ inch	5 days	—	Next Winter	October	Early varieties planted indoors may be eaten before summer, other good all winter. Keep the worms picked off or spray with kerosene emulsion.
March 1 to May 1	Cauliflower	Veitch's Autumn Giant	24 inches	24 inches	½ inch	5 days	—	Christmas, etc.		This variety is a little coarse but always sure. Treat worms as on cabbage.
April 15 to Aug. 15	Corn	Golden Bantam (Early) Stowell's Evergreen (Late)	24 inches	12 to 24 inches	1 inch	5 days	—	60 to 90 days	June 1	May plant March 1 if weather warm. Rodents often eat the ears in autumn.
April 1 to June 1	Beans	Refugee Wax Stringless Green Pod	12 inches	3 to 6 inches	2 inches	10 to 15 days	—	45 to 60 days	May 15	Why not can the abundant crop of beans, also peas, beets, tomatoes.
April 15 to June 1	Tomatoes	Ponderosa, Stone	24 inches	24 to 36 inches	½ inch	10 days	—	90 to 150 days	July 1	Chief crop should be from September 1 to November 15 when may be stored until Christmas.
April 15 to June 1	Eggplant	Black Beauty, New York	18 inches	18 to 24 inches	½ inch	10 days	—	100 to 150 days	Aug. 1	As large as child's head, but best when 3 inches in diameter.
May 15	Squash	Large Chinese	72 inches	96 inches	1 inch	—	3 in a hill	90 to 120 days	Sept. 1	Correct time; too cold if earlier; no fruit if later.
Fall Planting	The following seeds planted in the Spring should also bear fruit in the Fall and Winter: Corn, Tomatoes, Eggplant, Squash, Cabbage, Cauliflower, Parsnip, Beet.									
Aug. 15 to Oct. 1	Lettuce	Salamander Black Seeded Simpson	6 inches	Sow	½ inch	2 days	Thin to eat	20 days	Sept. 15 to May 1	Water seed bed and cover with muslin or straw till up. Irrigate if dry.
Aug. 15 to Oct. 1	Radish	White Icicle (Small) White Chinese (Large)	6 inches	Sow	½ inch	5 days	Thin to eat Large thin to 6	30 days	Sept. 15 to April 1	Spray with Paris green against small black worm. Irrigate if dry.
Aug. 15 to Sept. 15	Turnip	Purple Top White Globe Pomeranian White Globe	12 to 18 inches	Sow	½ inch	5 days	6 to 12 inches	60 days	Nov. 1 to March 1	Spray with Paris green. Irrigate if dry.
Aug. 15 to Sept. 15	Chard	Silver	18 inches	2 inches	1½ inches	6 days	6 to 12 inches	60 days	Nov. 1 to April 1	One of the little known vegetables everybody should know. Irrigate if dry.
Aug. 15 to Sept. 15	Beet	Early Egyptian	12 inches	2 inches	1½ inches	6 days	4 to 12 inches	45 days	Oct. 1	A success if planted early enough. Irrigate if dry.

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BIRTH

COHEN: On February 21st, 1919, at 8 Route des Soeurs, Shanghai, to Mr. and Mrs. A. Cohen, a son.

21313

Today's Church Services

Holy Trinity Cathedral.—Sexagesima. Five minutes before the hour of every service worshippers may sit in any unoccupied seat. 8 a.m., Holy communion (and at Bubbling Well Chapel.) 9:30 a.m., Children's Service. 10:30 a.m., Mattins; Boyce in A; Anthem, "How dear are thy counsels," Crotch; Hymns 189, 290, 172. Preacher: Rev. C. J. F. Symons, M.A. 6 p.m., Evensong; Farrant in A minor; Hymns 282, 188, 304; Preacher: Rev. W. Robbins, M.A.

St. Andrew's Church, Broadway.—10:30 a.m., Mattins; Preacher: Rev. A. G. Lee, B.A. 2 p.m., Children's Service. 6 p.m., Evensong; Preacher: Rev. E. A. Cook, B.A.

Union Church.—Sunday, February 23, 11 a.m., Preacher: Rev. Egbert W. Smith, D.D., Secretary of Foreign Missions of the Presbyterian Church, U.S.A.; Chant 65; Anthem, "Give the King Thy judgments," (Brewer); Hymns 1, 577, 70. 6 p.m., Preacher: Rev. C. E. Darwent, M.A.; Subject: "The reading of events;" Chant 64; Anthem, "Thou knowest, Lord," (Purcell); Hymns 94, 37, 697.

Shanghai Free Christian Church.—(Corner of Range and Chapoo Roads). Today's services in the above will be conducted as follows: Morning 11 a.m. by Rev. Milton T. Stauffer, M.A., B.D. Evening 6 p.m. by Rev. K. Macleod.

Christian Science Society of Shanghai.—Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Mind." Sunday School 10 a.m. Wednesday Evening Meeting 6 p.m. Reading Room open daily except Sunday. 10:30 to 12:30 at No. 21 Nanking Road.

St. John's Pro-Cathedral.—Jessfield, Evening Prayer in English at six o'clock. Preacher: The Rev. J. W. Nichols, M.A.

American Song Service.—Palace Hotel, 5 p.m. Address by Mr. Egbert W. Smith, D.D., executive secretary of Foreign Missions of the Presbyterian Church of the United States.

The Jew On The Stage

By John Corbin
(New York Times)

THE worst thing that can happen to any woman," said a cautic observer, "is to capitalise herself and pose as a problem." The saying was recalled at "The Little Brother" and again at "The Gentile Wife," though the application was somewhat different. Of course, woman is a problem; and so also, no doubt, is the Jew. But in both cases, is would seem, the result of posing the problem is exaggeration and futility. Is it possible that the wrongs of an entire sex, or of an entire race, can be capitalised in a single life, or in a single play?

Something of the sort was attempted by no less a dramatist than Lessing, in "Nathan the Wise." The religions of Christ, of Mahomet and of Jehovah are represented in a Templar, a Sultan and a rich merchant; and the three are brought into a conflict that is, at least potentially, dramatic. But for the culmination of such a conflict, the solution of such a problem, it is necessary that one of the three forces shall triumph. Lessing does not untie the Gordian knot, or even cut it. His solution is the famous parable of the three rings, the meaning of which is that a man may serve God nobly in any religion. Instead of a particular revelation he gives us philosophy. But it is obvious, or it should be so, that if a man can serve God adequately in any religion he can have full faith in none. The philosophy of tolerance is in harmony with the strongest and most progressive modern thought, but this is possible only because in modern thought the pristine spirit of the great historic religions is dead.

The dilemma is a harsh one, and we do not often permit ourselves to face it squarely. But to our forefathers of only a few centuries ago it was as present and vivid as the great war has been to us. We have seen one nation set out to conquer its neighbors and to impose upon them its so-called Kultur. To a man we resisted, suffering and dying by millions and tens of millions. I say that we resisted to a man, for the creature who proposed neutrality or compromise was no man, but a traitor and a pacifist. Yet in the religious wars of old the thing at stake was far greater than any question of autocracy and free institutions. For those who accepted the "true" faith, life on earth was a beatitude, eternity a bliss; while to those who denied the true faith, or who for any reason failed to embrace it, life was a sin, and death and eternity of the most hideous torture. If you believed this, dear brother, as your forefathers believed it, would you not slay those who sought to impose a different religion upon you—slay them with as good a heart as our young men of late killed Germans? And would you not regard the philosopher of tolerance as a viler thing than the man who, while the life and honor of his country were at stake, preached pacifism?

In "The Little Brother" we have two of Lessing's trio—a rabbi and a Bishop of the Russian Church. There is even a touch of Lessing's symbolism, for it transpires that the two are brothers. And the "little" brother, impersonated by Tyrone Power, towers several feet above the rabbi of Walker Whiteside—a symbolic touch which may or may not have been intended. The Bishop at least is strong in his ancient faith, for in the old country he instigated a pogrom against the rabbi's people, and, when charged with the act now, justifies it. If the rabbi is less militant in his belief, he is apparently no less convinced of its unalterable truth. His daughter falls in love with the ward of the Bishop and secretly marries him. We are even introduced to the offspring of their union. And what is the upshot? The symbolism of the title seems to indicate a philosophy of tolerance, and the rabbi has a speech at the close which resembles, at least superficially, Nathan's speech of the rings. Yet he does not abate the fervor of his faith, and the Bishop is rigidly austere to the end. In the drama as drama there is no reconciliation. The play, in short, has led us gayly up a blind alley, with the result that we break our knee-caps against a dead wall. To the man of real faith in either religion Jew is Jew and Gentile is Gentile; and never these twain shall meet.

That they do meet in actual life—marry, in fact and beget children—is obvious even in "The Little Brother." But it is equally obvious that when this happens there is, at least for the parties to the marriage, no longer any real question of opposing religions. In "The Gentile Wife" Rita Wellman has had the good sense to ignore the question of religion and make the struggle one of race merely. To grasp the terms of this problem we do not have to hark back to Russia and to the Middle Ages; they exist all about us today. And there is no blind alley here. The way may be narorw and rough, or it may be broad and smooth, but multitudes of people will travel it as long as our nation endures.

Yet the problem of race is probably as hard to deal with—perhaps harder—than the problem of religion. A man who has achieved tolerance for another faith has already stepped outside of his own. He may be a professing Christian or a performing Jew, but he no longer believes, with the fathers of his religion, that people of the opposing faith are condemned to eternal agony. Race feeling is less easily escaped—certainly less often! It lies as deep as any creed and is far subtler, more unconscious, more compelling. Many men who are spaciously tolerant in religion still cherish race prejudice as something in the nature of a virtue. A playwright is limited, moreover, by the fact that of necessity he knows and feels more of one side of the prob-

(Continued on Page 11)

Wilson's Conception Of America's Role

The author of this article is a Boston lawyer, a member of the Harvard Corporation and of the Boston Finance Commission, and President of the Boston Associated Charities.

By John F. Moors

TO understand the part being played by America in the world drama of today one should draw aside the curtain on President Wilson at the beginning of his first Administration, facing the suspicion and hatred of Latin America for this country. He soon faced also the scorn of influential men here, who could see only what Mr. Hughes called "weakness and vacillation" and "a confused chapter of blunders" in the two invasions of Mexico, in the retreat from Vera Cruz, in the embargoes and repeals of embargoes on arms, in the support of now one alleged bandit, now another, and in the refusal to recognise the Dictator, Huerta, when England, France, and Germany—great nations governed by the old diplomacy—recognised him. The attacks on American citizens and their property were held to be the only real concern of this country. Yet in those despised days the foundations were being laid of America's present world leadership. And the conflict of ideals then was the precursor of the greater conflict now.

In four addresses before the war in Europe had shed its lurid illumination on the world, President Wilson expounded his conception of a new and just diplomacy. Eight days after his inauguration he said: "One of the chief objects of my Administration will be to cultivate the friendship and deserve the confidence of our sister republics of Central and Latin America." Typical expressions in the other addresses are:

The peace, prosperity, and contentment of Mexico mean more to us than merely an enlarged field for our enterprise. We shall yet prove to the Mexican people that we know how to serve them without first thinking how we shall serve ourselves. Human rights, natural integrity and opportunity, as against material interests, that the main issue which we now have to face. The United States will never again seek an additional foot of territory by conquest. I know what the response of America will be, because America was created to realise a program like that. We are the friends of constitutional government in America; we are its champions, because in no other way can our neighbors, to whom we wish to make proof of our friendship, work out their own development in peace and liberty.

From these addresses conservatives selected two words, "watchful waiting," and ignored the rest.

'TOO PROUD TO FIGHT'

After the outbreak of war in Europe "red-blooded" Americans became more exasperated with him. But he went his way unperturbed, steadily developing his conception of the mission of America. On Dec. 8, 1914, he said:

We are a true friend of all nations. Therein lies our greatness. We are the champions of peace and concord. It is our dearest hope that this character and reputation may presently, in God's providence, bring us an opportunity seldom vouchsafed any nation, to counsel and obtain peace in the world and reconcillation and a healing settlement.

On May 10, 1915, addressing newly naturalised citizens, just after the Lusitania had been sunk, he spoke of America as "the hope of the world" and said:

My urgent advice to you would be, not only to think of America first, but also to think first of humanity. America was created to unite mankind by those passions which lift, not by the passions which separate and debase. You were drawn across the ocean by some vision of a new kind of justice.

From this speech, four words, "too proud to fight," were selected for derision. On January 6, 1916, he spoke of the solid, eternal foundations of justice and humanity. These are the things for which the world has waited with prayerful heart. God grant that it may be granted to America to lift this light on high for the illumination of the world.

At the opening of the Presidential campaign in 1916, war with Mexico was held to be inevitable, and conservatives were more bitter than ever over the President's handling of European war problems. The tone of his addresses, however, gives no indication of the rising storm. On February 26, he linked with the war his conceptions of justice and of America thus:

America ought to keep out of this war at the expense of everything but her sense of humanity and justice. If she sacrifices that, she ceases to be America.

On April 17 he said:

America will have forgotten her traditions whenever she fights merely for herself under such circumstances as will show that she has forgotten to fight for all mankind. The only excuse that America can ever have for the assertion of physical force is that she asserts it in behalf of humanity.

Here is a flat and reiterated refusal to tolerate war for any of the traditional reasons, but also an equally definite determination—ignored in the campaign taunt, "He kept us out of war"—that if humanity and justice should be at stake, America must fight.

In addresses on May 27 and Memorial Day, one sees the germs of the fourteen points and also the conditions under which America, notwithstanding her time-honored isolation, might now take part in European affairs.

The peace of the world must henceforth depend on a new and more wholesome diplomacy. Every people has the right to choose the sovereignty under which they shall live. Small States have a right to enjoy the same respect that great nations expect. The world has a right to be freed from every disturbance of its peace that has its origin in aggression. The United States is willing to become a partner in any feasible association formed to realise these objects. I shall never consent to an entangling alliance, but I would gladly assent to a disentangling alliance, which would disentangle the peoples of the world from those combinations which seek their own separate interests, and unite the people of the world to preserve peace on a basis of common right and justice.

On June 10, Mr. Hughes, because of "a national exigency transcending merely partisan considerations," shut behind him the door of the U. S. Supreme Court and became the Republican candidate. Said he:

I stand for an Americanism that knows no ulterior purpose, for a patriotism that is single and complete. We have suffered incalculably from the weak and vacillating course which has been taken with regard to Mexico. We utterly failed to appreciate and discharge our plain duty to our own citizens. We demand adequate provision for national defense and we condemn the inexcusable neglect that has been shown in this matter of first national importance.

On June 22, Colonel Roosevelt said of Mr. Hughes:

He will not merely stand for a program of clean-cut, straight-out Americanism before election, but will resolutely and in good faith put it through if elected.

On June 26, Mr. Hughes wrote the Colonel:

No one is more sensible than I of the lasting indebtedness of the nation to you for the quickening of the national spirit, for the demand for an out-and-out 100 percent. Americanism. You have sounded forth the trumpet that shall never sound retreat.

In his address of February 26, the President had said:

When we seek safety at the expense of humanity, I will believe that I have been mistaken in what I have conceived to be the spirit of American history.

The Republican platform now said:

We believe in maintaining a straight and honest neutrality between the belligerents in the great war, and gave as the purpose of preparedness to make certain the security of our own people within our own borders.

Yet Colonel Roosevelt said of Mr. Wilson's Administration:

From the standpoint of national honor and interest it stood on an even lower level than the Administration of Buchanan. No Administration in our history has done more to relax the spring of the national will and to deaden the national conscience.

Another contrast may be seen in Mr. Wilson's address of June 28:

"America first" means nothing until you translate it into what you do. America should be ready to vindicate at whatever cost the principles of liberty, of justice, and of humanity. You cheer the sentiment, but do you realise what it means? It means that you have not only got to be just to your fellowmen, but that as a nation you have got to be just to other nations. It comes high. It is easy to think first of the national interest of America, but it is not easy to think first of what America, if she loves justice, ought to do in international affairs. I believe that at whatever cost America should be just to other peoples and treat other peoples as she demands that they should treat her. That I am ready to fight for at any cost to myself.

In those tense days he averted war with Mexico, developed the attitude of strong nations toward weak, now accepted everywhere, and sketched his view of the effect of overwhelming a nation by force. Said he:

The easiest thing is to strike. The brutal thing is the impulsive thing. Do you think the glory of America would be enhanced by a war of conquest in Mexico? Do you think that any act of violence by a powerful nation like this against a weak neighbor would reflect distinction upon the annals of the United States? We have the evidence of a competent witness, the first Napoleon, that force had never accomplished anything permanent. Force will not accomplish anything permanent, I venture to say, in the great struggle on the other side of the sea. The permanent things will be accomplished afterward when the opinion of mankind is brought to bear upon the issues.

And again he said:

Some gentlemen say they want to help Mexico, and the way they want to help her is to overwhelm her with force. That is the long way as well as the wrong way. After fighting, you have a nation full of justified suspicion and animated by well-founded hostility and hatred. You will have shut every door, as it were, of steel against you. I will try to serve America by trying to serve Mexico herself.

In those days Mr. Hughes spoke, amid great applause, for "dominant Americanism," for "America first and America efficient," and for "firmness." Of our European diplomacy he said:

Instead of whittling away our formal statements by equivocal conversations, we needed the straight, direct, and decisive representations which every diplomat and foreign office would understand.

Commenting on this passage, The New York Sun said: "We get a new light on the enormity of the damage wrought by Mr. Wilson in occasional flashes of insight like this."

Mr. Wilson, nevertheless, stuck to his Mexican policy.

The people of Mexico are striving for the rights that are fundamental to life and happiness—fifteen million oppressed men, overburdened women, and pitiful children. Some of the leaders of the revolution may often have been mistaken and violent and selfish, but the revolution itself was inevitable and is right. Mistakes I may have made in this perplexing business, but not in purpose or object.

THE ISSUES DRAWN

In October the National Hughes Alliance published a series of advertisements, over the names of twenty-seven prominent citizens, including Theodore Roosevelt, William H. Taft, Joseph H. Choate, Robert T. Lincoln, and Elihu Root. The following extracts indicate their tenor:

FLAG OR RAG

Mexico is either a nation or a mob to be estimated and dealt with by standards of civilisation or to be treated as an ungovernable barbarian.

Every species of shame that can be heaped upon a proud Republic has been inflicted upon us by a people whose de facto head the successor of Washington and Lincoln delights to honor with the consideration due only to political and moral equals.

WE ARE NOT PREPARED FOR PEACE

Our business is BUSINESS.

Year by year it becomes more apparent that the markets of the world must be kept open to American industries.

We cannot extend our trade further than we are able to defend it.

The rivalries that begin in commerce end on battlefields. The history of war is green with international jealousies. Every great conflict in modern times had its origin in some question of property rights.

We are now universal competitors and are destined to grow constantly stronger rivals for a power which other people will not surrender without a trial of wit and will and, if needs be, force.

We know our temper and our intents and we neither challenge defiance nor hurl it, in the creation of an army and the upbuilding of a navy sufficiently impressive to guarantee respect for our potency.

Let us contrast what President Wilson said on October 26:

A great many men are complaining that the Government of the United States has not the spirit of other Governments, which is to put force, the army and the navy of that Government behind investments in foreign countries. Just so certainly as you do this you join the chaos of hostile and competing ambitions.

Thus we see the issues drawn. Mr. Wilson conceived America as the servant of mankind. Mr. Hughes' "out-and-out one hundred percent. Americanism" and "America first and America efficient" meant emphasis on the assertion and protection of American rights. The advertisements of the Hughes Alliance implied that these rights were to be maintained, even at the expense of others, with almost Teutonic indifference.

A CONSISTENT PROGRAM

From the address of January 22, 1917—sometimes called the greatest State paper ever written—the critics selected for derision three words, "peace without victory." Later, they dwelt on the President's abrupt change of view, as they conceived it, in his war address of April 2. In reality, the war had become clearly a war for humanity and justice, and, therefore, as he had said, America must enter it. The two addresses are parts of a consistent and expanding program. He himself affirmed this on April 2:

"I have the same objects in mind that I had on January 22." In the earlier address, his object was "justice" guaranteed by a "concert of power." In the later address, his object was "justice" to be maintained "against selfish and autocratic power." "We shall fight for a universal dominion of right by a concert of free peoples." Thus, while the means had changed, the ends had not changed. In the earlier address he sought a peace "worth guaranteeing that will win the approval of mankind." "A victor's terms" (as in the case of Mexico) "would leave a bitter memory on which peace would rest as on a quicksand." In the later address, he first emphasised the fact, consistently urged afterward, that

we have no quarrel with the German people. It was not on their impulse that their Government acted in entering the war. We are glad to fight for the ultimate peace of the world and the liberation of its people, the German peoples included.

The Flag Day address of June 14, 1917, develops his conception of "the military masters of Germany." Their "extraordinary insults and aggressions" had forced us into the war. "But," he repeats,

we are not the enemies of the German people. We are vaguely conscious that we are fighting their cause as well as our own. The military masters under whom Germany is bleeding see clearly to what point fate has brought them. If they are forced back an inch, their power will fall to pieces like a house of cards. If they fall, the world may unite for

(Continued on Page 12)

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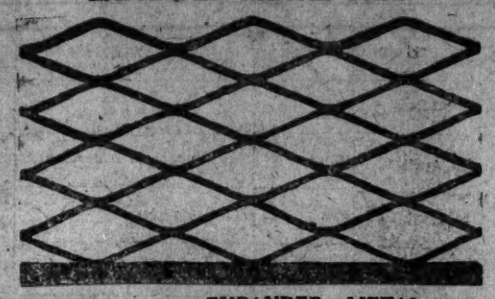

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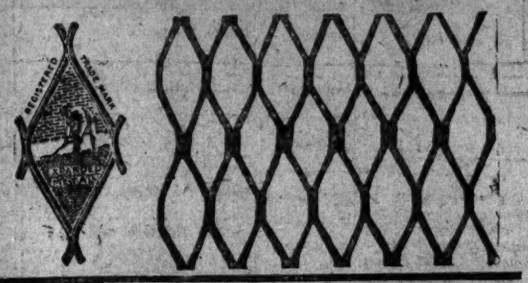

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ESTIMATES—FREE

Bringing Up Father — By George McManus

WELL-WE HAD A FINE LONG WALK MAGGIE-
COME-TELL ME ALL ABOUT IT-
I LIKE TO GO OUT WITH MY UNCLE-
WELL GO OUT TOMORROW FOR A WALK-
WILL YOU STOP IN AN GIT ME SOME PRETZELS TOO?
WHAT!-
I SUPPOSE YOU GOT THEM IN A DRUG STORE!
McMANUS 11-22

Musical Matters

By R. B. Hurry, Mus. B.

Correspondents wishing to draw attention to musical matters, or to ask questions should address the writer, care of THE CHIA PRESS, *enclosing real names and addresses, not necessarily for publication.*

In the article "The Aristocracy of Genius" it was contended that the members of the choruses at competition festivals learned nothing from the fine works they sang under various conductors; that at home they indulged in the banalities of the drawing-room ballad. We know that the home music of such people, miners, clerks and artisans is probably all too anlovely, but it cannot be proved that the music of those who are actually members of the choruses is all of this class; and I cannot believe that these singers would not attempt songs of Strauss, Brahms, Elgar, Holbrooke, etc., were it not for two circumstances.

First, in such homes, it is well nigh impossible to find a player equal to giving satisfaction as an accompanist in such songs. Secondly, the home music of such classes is more than any other affected by the commercialism of music publishing; tending more to follow the supply than to create a demand; to sing what is most advertised and most temptingly offerred for sale. Only about two percent of publications have any value as music. (The calculation is a recent one, and is not my own).

In musical taste, social position and even education have very little to do with it. Education has the effect of discarding obvious crudities; but one has heard of the cab driver who will have nothing below Handel and Bach, and on the other hand of the University don (Mr. Cumberland's "intellectual aristocrat") who seriously regards Rossini's music as the greatest in the world.

Mr. Cumberland wanted to prove that the people ("masses") were to be given little credit for possessing folk song. Now this can be done in two ways. I think his way is the wrong one. He says: "Who can express commonplace thoughts in terms of beauty." . . . Folk-songs? Yes; I expected you would say folk-songs. But perhaps only one folk-song in ten is beautiful, and would they not all be dead by now if they had not been carefully harvested together and printed in books?" Without siding with the folk-song crank, it is easy to see this is very unfair. The ideas in folk-songs are the reverse of commonplace as a whole, and as for their life depending on their being printed in books, the same is true of any other musical work. Somebody (not necessarily the author) must make a copy, or definition and any chance of permanence is lost. The fact that anybody thought the people's songs worth preserving is in their favor, so far.

But to what extent are the people responsible for folk-song? Let us admit there are folk-songs which, in both words and tunes attain to imaginative heights expressed in unconventional forms. The creators of these were not the people by any means. One of the people, a specially gifted poet-singer first expressed the ideas, which the people themselves repeated with more or less accuracy. Modification and emendation crept in, such as would be the case in versions of any composer's work, were all means of producing copies to be lost.

The way to show that folk-song is not so "democratic" as is sometimes supposed, is not by belittling its claims, but by showing its single (one-man) origin. It is not a separate art, an emanation of the people expressing itself as a community. It is composed (or improvised) music, like any other, but at a stage when means of recording on paper were not developed by the people generally, or by the author in particular.

A twentieth century person with musical ideas to express but with no skill to cope with any understood means of writing down those ideas is in the unhappy position of the authors of folk-song. In the latter case the "folk" have indeed rounded off the ideas and colored them, but not creatively.

Your thoroughgoing enthusiast often does not want his pet theories looked straight in the eye. The folk-music crank must have glamour and mystery, like that attached to the problem of the hen and the egg. Legend, myth, folk-song and all, are the people's property, but not the people's creation.

It is common property that the earth revolves round the sun and not vice versa, but "the people" had nothing to do with the discovery of these facts, except to deride the originator, and later to adopt his ideas as their own. Too much protesting about the glories of folk-music, of modal melodies, "national music" and the rest has had the unfortunate effect of arousing opposition. On of the unquestionable advantages of opening up the wider fields of inspiration has been the invigorating effect upon our modern composers. The German lied, the cheap part-song are being relegated to a position commensurate with their merits, and the exotic art-song is giving place to more natural and human forms of expression. The widening of the horizon is to be attributed in a great measure to exploration in the fields of folk-music.

The Jew On The Stage

(Continued from Page 10)

lem than of the other. A humorist has suggested that if bear hunters were really sportsmen they would relate their adventures from the point of view of the bear. In the drama of race conflict there are hunter and hunted—and only one of them is auther of the play.

"The Gentile Wife" is a bear story told by the bear. The hero, David, is a paragon of modesty, intelligence, and family affection. But the heroine is a creature of insufferable superiority, bland truculence, and ingrowing egotism. The contemporary drama knows only one woman as monstrous, the heroine of "The Unchastened Woman"—also the portrait of a Gentile by a Jew. How David could ever have loved and married this monster passes comprehension. The fact that he took her to live with his people in their country house belies every claim which the author makes for him as a man of sense. The villain of the drama, also a Gentile, is painted in equally lurled colors—an insolent egotist and unpalliated sensualist. He seduces the wife of his host, who is also his professional colleague, without even pretending that he loves her. Perhaps the best index of the character of both Gentiles is the fact that when they find themselves in the wrong in their treatment of David their first instinct is to turn upon him and spit out "You Jew!" In only one way have these portraits any possible significance as to the question of race: they indicate the extent to which it may warp and embitter the numerically inferior people. There is, to be sure, a third Gentile who is represented as normally decent; but the character is drawn with only an attempt at fairness, being utterly shadowy and ineffectual. The tendency of the play, in so far as it has any tendency, is identical with Punch's advice to people of any sort who are about to marry—Don't!

To justify any such message, obviously, the forces of character in conflict would have to be much more equitably balanced—both Jew and Gentile being granted the defects of their qualities, the qualities of their defects. Yet even so it may be doubted whether the final verdict would be different. This is not because the Gentile is worse than the Jew, or better. It is because there is no such thing as "the Gentile" or "the Jew." Where religious and social liberties exist race ceases to be a problem of peoples and becomes a personal problem, a problem of individual character. Many interracial marriages will doubtless prove as disastrous as that in "The Gentile Wife." That some few are happy and successful is obvious to any one who knows contemporary life; and it is scarcely less certain that their number must increase with the passing of the generations. Meanwhile, to capitalise the situation and pose it as a problem capable of any generalised conclusion is as false morally as it is dramatically futile.

It is a curious fact, and perhaps significant, that both plays ring truest in their minor and incidental characters. The shadchen of "The Little Brother" verges upon caricature, but to me at least it was the freshest and most illuminating feature of the play. The Jewish mother-in-law of "The Gentile Wife" is a character creation of the very first order, unmistakably real in every trait, warmly human in every fiber. As played by that very rare artist, Vera Gordon, it is an unalloyed delight. Why should not all the characters in such plays be presented with equal detachment and impartiality? Why should not the play-wright abandon his armament against big game and say to us: "I have nothing to tell you about religion, society, nor yet about comparative races. I am no bear hunter, but an observer of mankind. Here are a lot of Jews and Gentiles; life throws them into such and such relations and conflicts, and the result is so and so. All I want is to interest you in their story, make you know them as I do. At most let us hope there is truth in what the French say, that to understand is to pardon."

A playwright of this temper would probably not venture to represent marriages of Jew and Gentile. Futile as they are in dramatic situations, they still arouse the old race antagonism as nothing else does and thus dispel on both sides the receptive mood, the spirit of hospitable intelligence and genial toleration which is essential to mutual understanding.

Something of this kind, I take it, is the attitude of Montague Glass in his Potash and Perlmutter stories. Personally I cannot profess any great delight in them. My Yiddish vocabulary has not yet progressed beyond kosher and schnorrer and nochhein. Even as to this last treasure of speech I know little except that it will be obsolete after the first of next July. And at best the milieu of Potash and Perlmutter is narrowly limited. But the fact is unmistakable that they have given the Gentile world a new insight into Yiddish character, a wholly fresh appreciation of Yiddish amenities and virtues. Yet in the character of the Jew there are whole regions as yet unexplored—regions of suicidal meanness in trade and of truly great creative industry; regions of unsocial selfishness and of far-seeing, patriotic statesmanship; regions of petty parsimony and of benefactions as liberal as they are humane. Some day our playwrights will cease posing "the Jew" as protagonist in a racial problem and give us many Jews who are human beings. Then, and not until then, the bitter problem of racial antagonism will be on the way toward a solution.

Topics In Brief

If the Germans ever again call us swine we can retaliate scathingly by calling them Germans.—*Richmond News Leader.*

Wonder how the fellows who married to escape the draft feel, now that the war has caved in on them?—*Pittsburg Gazette-Times.*

The Dutch proposal to put the Kaiser on an island will be all right if the island is in the tropics, and inhabited by mosquitoes and cooties and a volcano.—*Richmond News-Leader.*

The former Kaiser says he has "some friends in America still." It is to be remarked that they are very still.—*Oshkosh Northwestern.*

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Wilson's Conception Of America's Role

(Continued from Page 10)

peace, and Germany may be of the union.

In his reply to the Pope, his address to Congress December 4, 1917, his declaration of his fourteen points, and his speeches of April 6, July 4, and September 27, 1918, the ideas with which his diplomacy began finally crystallise. His reliance on principles is unchanged, whether the outlook is dark or bright.

When the German people have spokesmen whom we can believe and these spokesmen in the name of their people accept the common judgment as to what shall be the basis of law, we shall be free to do an unprecedented thing—to base peace on generosity and justice—justice done to every nation, our enemies as well as our friends. I should be ashamed in the presence of affairs so grave to use the weak language of hatred.

What we seek is the reign of law, based on the consent of the governed, and sustained by the organised opinion of mankind. Plain people still fear they are getting what they ask for in statesmen's terms of territorial arrangements and divisions of power, not in terms of broad-visioned justice and mercy and peace and the satisfaction of those deep longings that seem the only things worth fighting a war for that engulfs the world.

On September 27 he invited the leaders of the Allied Governments to say frankly whether they thought him mistaken in his interpretation of the issues involved in the war, as if he foresaw that the end was near. In his peroration to the speech of December 4, 1917, he had said:

A supreme moment of history has come. The eyes of the people have been opened and they see. The hand of God is laid upon the nations. He will show them favor, I devoutly believe, only if they rise to the clear heights of His own justice and mercy.

Conservatives here tolerated what seemed to them the President's academic phrases, while he and they were alike primarily pro-war, satisfied that the sword was mightier than the pen. But as victory approached and his conceptions seemed possible of fulfillment, they welcomed quite opposite views from Senator Lodge, for example:

The only peace for us is one that rests on hard physical facts. No peace that satisfies Germany in any degree can ever satisfy us.

Senator Lodge did not wait for the President to reply to Maximilian's first appeal, but interposed:

There is only one thing to be done. That is to put Germany in such a position by physical guarantees that she cannot break out again. Put her behind the bars.

Throughout the vital diplomatic exchanges, leading to the surrender of the Germans, conservatives here were convinced that only the interpositions of Mr. Lodge saved the situation. While the President was gathering the fruits of his reiterated offers of justice and mercy to the German people, Mr. Lodge was publicly insisting on "retributive justice," and was saying: "I regretted that the President asked questions inviting discussion. If we are to end this war as it ought to be ended, are we not ready to take the onus of carrying it on till that end is reached?" The Boston Transcript cried: "The Germans will not have to wait another note from Mr. Wilson to ascertain the answer of America to their 'offer of peace.' The answer was delivered yesterday by Mr. Lodge. The nation hails him as its spokesman." One may contrast the opinion of Cardinal Mercier, whose land escaped being further laid waste by a needless continuation of war:

The triumph of justice is complete. Your President, is one of the greatest statesmen of all times. The Germans' dark plotting and treacherous diplomacy were completely foiled by President Wilson's magnificently honest and implacably just messages.

With empires crashing, revolutions flaring up, millions starving, and a new world order trying to struggle into life, Colonel Roosevelt responded to the President's appeal for support that the nation's "inward unity of purpose" might be "evident to all the world" by urging the election of a Republican Congress, that Europe might see that the "fighting men," and not the "rhetoricians" were uppermost. Such an outcome would assure our Allies that America is determined to speed up the war (it was all over in a fortnight) and "serve notice on Germany and her vassal States that they would have to deal henceforth with the resolute and straightforward soul of the American people, and not merely with the obscure purposes and wavering will of Mr. Wilson."

In Scribner's for November, within a fortnight of the complete triumph of justice, according to Cardinal Mercier, Mr. Lodge said:

No peace coming from Germany must be considered at all. Our business is to put her back into a padded cell. We must go to Berlin and make peace there.

Senator Poindexter apparently shared his view, for he said:

If the President undertakes to agree with Germany before her army is conquered, he should be impeached.

The attitude of minor American conservatives during the triumph of justice may be gauged by the following from a conservative editorial:

The crawling and unclean thing that the world calls Germany strikes back today in another attempt to drag deeper into the bog of reptilian diplomacy the Government that it enticed a fortnight ago into a contaminating correspondence, etc.

The President of the Middlesex Club asked publicly: "What is there in the record of the United States which should lead the Germans to the conclusion that we are the only people yellow enough to consider negotiations of peace at this time?"

ENTER THE 'FOURTEEN POINTS'

With the winning of the war, the President's purposes, including the fourteen points, came to the very front of the stage. Dr. E. J. Dillon in The Fortnightly for October gives a transatlantic view thus: "Mr. Wilson is in grim earnest about his scheme of world salvation. If he can but lay its foundations, he will have established a stronger claim on the gratitude of the human race than any man yet born of woman."

The contagion of hate has spread rapidly among those calling themselves Christians and once shocked by the German "Hymn of Hate." In October The Atlantic Monthly published "The Duty of Hate," by an American professor of ethics. Most cultivated Americans have sympathised with this view. A Japanese scholar writes: "In our dealings with the Huns we are dealing with degraded devils." From a former teacher: "Germany must not be merely cut down, but uprooted before a safe foundation for Christian peace can be built." A correspondent of The New Republic put the matter thus: "Cannot the Allies hand out to the Germans what the Germans would hand out to us if they could win? Kill every German willing to fight for the war lords, and when through let Germany rot." In Life an American soldier leans non-chalantly against the ruins of Berlin. The caption is: "And then we can talk peace." Beside the headlines, "Austria Begs for Mercy," the Middlesex Club proclaimed this "creed": "We militant republicans stand for relentless prosecution of the war. Those who have sowed the seeds of war must taste its bitter fruits on their own soil." Even after the armistice the President of the club publicly boasted of this creed.

On November 6, the American people "repudiated" Mr. Wilson in the Congressional elections, but the Allies formally accepted most of his program. Austria had been pried loose from Germany. The German people had realised that we were fighting their battle, and on November 11 surrendered, accepting the President's fourteen points, dismissing their masters, and throwing themselves on the mercy of their former enemies. Maximilian said in his valedictory: "The victory for which many had hoped has not been granted. But the German people has won this greater victory over itself and its belief in the right of might." Simultaneously, we were told that Hoover would be sent to Europe to feed both friend and foe.

But the old conflict of ideals continued. The paper which announced "Kaiser abdicates" also gave these views from the reactionary Premier of Australia: "There is talk of the Kaiser's abdication. Does he take us for fools? Now that they (the Germans) are beaten they whine about democracy. The whole thing is a sham. No statesman can be permitted to rob us of the advantage so hardly won." A financial item said: "Securities identified with Mexican products have been strong. Carranza knows that not only the United States but Great Britain are prepared to force protection of their property, now that war is over."

DAVID AND GOLIATH

Here we see the Goliath with whom David had gone forth to battle. At the moment when the goal seemed to have been reached it was made plain that from the uttermost ends of the earth the forces of reaction were arrayed against the President, while it was equally plain that at home the very first lessons of his Mexican policy had not been learned. On November 11 the President could say:

The object of the war is attained. Armed imperialism is at an end, its illicit ambitions engulfed in black disaster.

America and the Allies had united to set up such a peace as will satisfy the longings of the whole world for disinterested justice. They have a mind in the matter, not only, but a heart also. The victorious Governments have by unanimous resolution assured the peoples of the Central Empires that everything possible will be done to supply them with food.

But the next day Senator Lodge rejoined:

"Judge not that ye be not judged, for with what judgment ye judge ye shall be judged and with what measure ye mete it shall be measured to you again." They (the Germans) are entitled to have the same measure meted out to them that they meted out to France.

The President, furthermore, said:

With the fall of the ancient empires has come political change not merely, but revolution. To conquer with arms is to make only a temporary conquest. The nations that have learned the discipline of freedom are now about to make conquest of the world by the sheer power of example and friendly helpfulness.

Senator Lodge would have none of such helpfulness and scouted the President's conception that there was "a broad distinction between the Imperial Government and the German people." On November 18, these two champions of the opposing views were ranged against each other thus: The President issued a Thanksgiving proclamation in which he reasserted, "Complete victory has brought us the promise of a new day in which justice shall replace force and intrigue among nations," while Senator Lodge introduced a bill requiring every one with the hardihood to sell anything German to display a sign, "Dealer in German Goods."

The President's offers of goodwill to the German people, if they should do what they have done, and the unanimous offer of food were as ignored by the many disciples of Senator Lodge as if these disciples had never heard of the "scrap of paper."

ENGLAND'S ATTITUDE

English Liberals had meanwhile met in London, Oct. 10, in answer to the invitation contained in Mr. Wilson's speech of Sept. 27. At this meeting, Viscount Grey called "firm and wise" that first letter to Maximilian which Mr. Lodge had "regretted" and his disciples had deplored. Viscount Gray added: "I am quite content to await further developments." He said that the League of Nations had been laid down by Mr. Wilson "on the soundest lines." When Germany surrendered, Mr. Asquith pointed out that it was not until President Wilson in April, 1917, put the meaning of the war in a few phrases and boldly made a distinction between the German people and their Government that the possibility was admitted of such events as were then occurring. And Premier Lloyd George asked:

Are we to lapse back into the old national rivalries, animosities, and competitive armaments, or are we to initiate the reign on earth of the Prince of Peace? We must not allow any sense of revenge to override the fundamental principles of righteousness.

A week after "inward unity of purpose" had been denied Mr. Wilson, Senator Lodge said of an antagonistic speech made by himself: "That speech was printed in the Italian, French and English papers, all commenting on it favorably." Presently a typical despatch from Paris spoke of the American "squabble," and one from London of "the American controversy," and said: "The intentions attributed to Wilson by Roosevelt" had led to fears that "unless the air should be cleared the echoes of the controversy will help play Germany's game of a division among the Allies."

"Wilson Chills Senate" was the typical headline of a conservative paper when the President addressed that peace-ratifying body before starting on his pilgrimage to Europe. The language of the conservative press on the eve of his departure was of a kind which might have been used of a malefactor. The effect abroad was portrayed in the headline: "France Amazed by Attacks on Wilson." Senator Reed (Democrat) expressed the opinion that a League of Nations would be treachery to this country worse than that of Benedict Arnold. Senator Knox introduced a bill which assumed that we fought the war only to defend our rights on the sea and to "remove the German menace to our peace," and that we should forthwith retire from the scene, postponing "any project for any general League of Nations." A bill introduced by Senator Cummins provided that eight Senators should unofficially accompany the peace delegate to Paris. Senator Sherman wanted the office of President declared vacant. Colonel Roosevelt contributed:

As for the fourteen points, so far as the American people have expressed any opinion on them, it was on Nov. 5 when they rejected them. What Mr. Wilson says of the fourteen points is sheer nonsense.

All the critics disregarded the acceptance by our enemies of these fourteen points as the basis for the peace settlement. Up to the moment of the President's embarkation they insisted that he was flagrantly deserting his post.

EUROPE'S WELCOME

When, however, this explorer looking for a new world had, like Columbus, crossed the seas and had reached a continent where famine, anarchy, and murder reigned in the place of empires, great throngs, reaching out their arms, welcomed him as no leader of men had ever before been welcomed. In allied Europe, in Germany and Austria, and even in far-off India millions had seen the light which he had shed on the issues of the war, and now looked on him as the prophet-statesman of the world. The President of the Municipal Council at Paris and the Prefect of the Seine respectively called him "the upright man whose conscience fashioned his policy" and "the arbiter of the fate of civilisation."

In England, meanwhile, reaction was more in evidence. Mr. Lloyd George was now seeking re-election by appealing to the spirit of vindictiveness and greed and was demanding harsh terms toward Germany, including an indemnity to England alone of $40,000,000,000. In this country Senator Knox is pressing his bill for postponing a League of Nations and Senator Lodge urges postponement of all the President's propositions looking to a new order in the world. Addressing the Sorbonne, Mr. Wilson said: "The war has been between systems of culture." Not a single prominent American statesman is now expounding the principles for which the President stands. As H. G. Wells says: "In the world of 'statesmen,' he, almost alone, speaks for the modern intelligence."

The issues of the war have not altogether followed the lines of trenches in Northern France. As the President said Sept. 27: "The counsels of plain men have been more simple and straightforward than the counsels of sophisticated men." Millions of plain men everywhere now see a new light and new hope. Thousands of sophisticated men, who pray in great churches that they may be brought "to that fair city of peace, whose foundations are mercy, justice, and goodwill," rise from their knees to demand an eye for an eye, a tooth for a tooth. The real issue is in the hearts of men.

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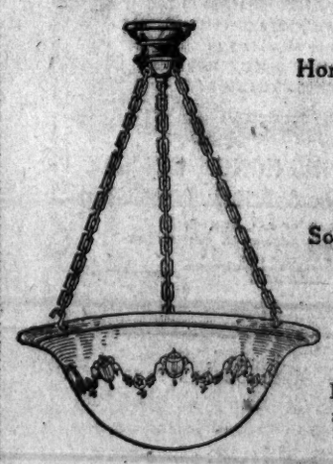

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SEES DARK FUTURE FOR NEW GERMANY

Dr. Delbruck Fears Recurrence Of A Period Of Anarchy and Barbarism.

ADMITS HIS MISTAKEN VIEW

Berlin Historian Blames Ex-Kaiser For Not Taking His Advice In Crisis.

New York, January 7.—Writing in the Preussische Jahrbucher of December, Dr. Hans Delbruck, editor of that monthly review and Professor of History at the University of Berlin, voices a long plaint over the result of the world war and paints a gloomy picture of Germany's future. The well known professor, who attained his seventieth birthday on November 11, the day of the signing of the armistice, begins by admitting that he had been wrong about the prospects of the outcome of the great struggle, saying:

"What mistakes I have made. Bad though things were a month ago, I would not abandon the hope that our front, although already yielding, would hold, and would wring from our enemies an armistice that would cover our frontiers, while in Germany the development toward democracy, long prepared as it was, would be accomplished without a violent breach with the past, and without the sacrifice of the traditional political forms. Our hope has deceived us; our pride is broken. I imagined that I saw clearer and further than others when, with all confidence in our military strength, I constantly advised political moderation. Could such moderation have save us from such a catastrophe? This much is certain—that I greatly underestimated the internal dissolution of our strength and the shattering of our once so firm political structure. . . . Of a truth I never foresaw such a result, even in the dark hours and gloomy anticipations which often came over me."

Then Dr. Delbruck, as summarised by The London Times, asserts that he never was an extreme Pan-German and that he always advocated a certain amount of moderation in Germany's war aims. This statement seems borne out to a certain extent by the professor's occasional pleas in favor of the restoration of Belgium, although shortly after the outbreak of the war he was quoted as asserting the necessity of holding the little kingdom as a "pledge" with which to force an extension of Germany's colonial possessions.

Complains Of Censorship

Continuing, Dr. Delbruck confesses that he often wrote with more confidence than he felt in his heart. Sometimes he was himself deceived by the confidence displayed by the official reports of the army and navy, although, on the other hand, he read depressing truth out of certain passages in General von Freytag-Loringhofen's book "Deductions from the World War." He also had some edifying experiences with the German censorship. He was only allowed to mention the British and American statistics of new ship construction on condition that he said that they could not be true. When he wanted to publish the figures of transport of American troops to France up to last June, and pointed out that they could be of no use to the enemy, he was positively forbidden to mention the figures at all on the ground that, in the opinion of the German supreme command "Mr. Baker's report was nothing but American bluff intended to deceive the Germans." Delbruck proceeds:

"What shall one say about this? Was it really necessary to keep such facts from the German people in order to maintain its spirit? Or did the supreme command really not know at the end our fortunes began with the collapse of July that it had to deal with an immense American army? The turn in our attack on Rheims and the successful advance of the French north of the Marne. According to certain observations which had been communicated to me, Ludendorff had then already become very uncertain at heart. Nevertheless, he and Herr von Hintze during the next nine weeks did nothing to ease our position politically, until on September 29 Ludendorff collapsed and completed our defeat by the offer of an armistice."

Delbruck's analysis of the 1918 campaign amounts to saying that it was a pure military gamble, which broke the spirit of the army as good as ever when the offensive began in March. Prince Max of Baden was willing to succeed Herr von Kuehlmann at the end of June. Delbruck admits that when Prince Max at last came into office on October 1 all was lost, and he merely tried to bluff the Entente by using his personal reputation and attributing the change of Government not to the military situation, but to a change of heart. As Delbruck puts it:

"There remained nothing for him but to risk it on this thin hope. But the enemy did not let himself be deceived. The enemy realised his military advantage: and now came, the most terrible thing. Before the negotiations, intentionally prolonged by the enemy, had reached their conclusion, the Socialist Party took it upon itself to overthrow the Government and to make Germany defenseless at this moment."

Admits Socialists Were Right

Dr. Delbruck blames the Socialists, but admits that they have a right to power because they are the only persons who have proved right about the war. He emphasises the collapse of the spirit of the army, instead of attributing everything to the collapse of the navy, and says that the military system broke down at the point of union between the standing army and the new recruits; the "people in arms" rebelled against the professional corps of officers.

He blames the Kaiser, not for being too autocratic, but for being too weak. His first great sin of weakness was his failure to uphold Bethmann Hollweg; his second was his flight. Delbruck's own advice about the dynasty was that, "as the Crown Prince enjoys no prestige and no sympathy," and as the succession of the Crown Prince's young son, with one of the Crown Prince's brothers as regent, would be quite impracticable, the Kaiser should appoint Prince Max regent and leave a National Assembly complete freedom to determine the future form of State. When the Kaiser simply fled, all was lost, because the troops would neither fight nor obey. Delbruck says that the published stories about royalist officers being in underground passages and firing from public buildings during the Berlin revolution were sheer fiction; there are no underground passages, and nobody was ever discovered in buildings from which shots were said to have been fired.

The future Delbruck regards with the utmost sadness. He thinks that there will be more parties than ever in the new Germany. He seems to believe that German Austria will return to Germany but believes that one result of this will be a break-up of Prussia into her constituent provinces. He is inclined to believe that Germany will be forced into Socialism. He sees that there will be more women voters than men. He says that all Germans must hope against hope that this is for Germany the plowing time and that the harvest will yet come. But he concludes:

"Why, however, should we not admit that this faith is still overshadowed by dark forebodings? What if the age of high intellectual culture were now going to its end? What if we are closing an epoch, as antiquity ended, in the migration of the peoples? What if the striving for a new order ends in anarchy, and anarchy in barbarism? Rome of old was governed by a highly educated aristocracy, whose place was then taken by the new aristocracy of warriors in bearskins. Then reading and writing became an affair for parsons—nothing for Emperors and Kings, Dukes, Counts, and knights. What if we also are approaching times in which power will pass into the hands, not of the illiterate, but still worse, of the half educated? Is Germany destined to disappear from the ranks of the great powers and to continue as an unpolitical Kulturpeople? Has Bismarck's work really been destroyed for ever? Has the League of Nations a future, and is the conception of great power dying? Mere questions; but can one today close a political essay otherwise than with questions?"

American 'Ace' Coming Home With Rank Of Major

MAJOR MEISSNER

Captain James A. Meisner, of Brooklyn, N. Y., noted American flying "ace," was promoted to the rank of major on October 23, according to a cable despatch received from Paris. Meisner entered the aviation service as a lieutenant and was promoted to captain on October 3 last. He is the holder of the French War Cross and has eight Hun machines to his credit. The despatch added that Major Meisner is now on his way home.

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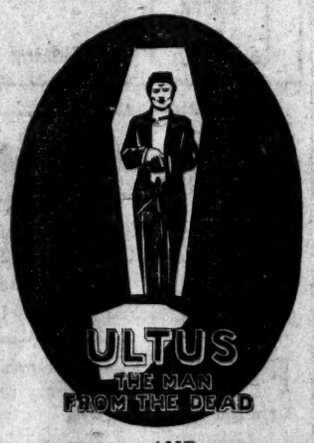

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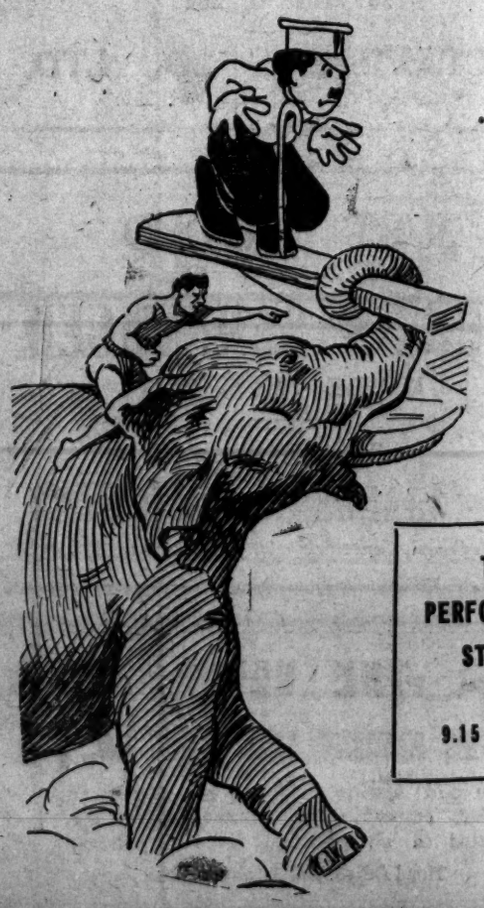

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Sir Joseph Maclay Reports Active Competition For Sea Freight And Plenty of Shipping In Sight

London, January 5.—In an article on shipbuilding today The Sunday Observer says that the total output of the United Kingdom during 1918 of both naval and merchantile ships was 1,245 vessels of 1,876,411 tons and 4,349,260 horse-power.

"The wonder work of the war period," says The Observer, "is to be found not in mercantile shipbuilding, but in naval, and above all things, in naval engineering. On the Clyde alone during the war 481 vessels of 70,347 tons and 6,093,830 horse-power were constructed as additions to the naval strength of the country. In this total are included no merchant vessels ordered by the Government, and no general service trawlers, tugs, or handy craft built on Government order.

"The list is composed of battleships, battle cruisers, light cruisers, destroyers, and submarines, together with armed merchant cruisers, seaplane carriers, monitors, mine sweepers, those new vessels known as sloops which are really little lighter than cruisers of low speed destroyers; gunboats, patrol boats, hospital steamers, and also the "Q" boats and "PQ" boats, of which so little could be said while the war was on or can even yet be said.

"The battle cruiser Hood was the greatest of all our master ships. She and the Rodney would have been the greatest surprise packages of the war. In speed and gun power they were to have exceeded anything afloat. Only the Hood, however, will be completed as a great specimen of the latest in British naval architecture. All that existed of the Rodney will be scrapped.

"But it is really in marine engineering that the year 1918 and the war period as a whole have been extraordinary. The twelve months' record in production of ships' machinery is held by the Wallsend-Slipway Company, Limited, of Wallsend-on-Tyne, which turned out engines of 316,200 horse-power, but other great firms have turned out machinery to amounts which would have been notable in normal times.

"The year 1916, however, was the year of the highest records, the Fairfield Company on the Clyde alone producing marine propelling machinery totaling 468,410 horse-power. This was the year when high-power destroyers were being turned out almost en masse by all firms for the purpose of hunting down German submarines, and it will live for all time in the industrial annals of the United Kingdom as a year of extraordinary shipbuilding activity, and one which contributed more than any other to the supremacy at sea which estimately strangled Germany and compelled her to cry aloud for peace."

Sir Joseph Maclay, the Minister for Shipping, said today that the ending of hostilities had eased the shipping position enormously, and had permitted tonnage available for bringing imports to the British Isles to be increased by something equivalent to 10,000,000 tons of freight per annum.

"Shipping losses having ceased and the output of tonnage continuing to increase," said Sir Joseph, "the position grows easier day by day. The time is not far distant when it will be possible to release tonnage from requisition on a substantial scale, and thereby create a free market in tonnage and freight.

"Already the amount of space available for commercial cargoes in the North Atlantic has been doubled, and instead of cargo competing for space, space is now competing for cargo. In spite of our heavy losses we have no reason to think that British shipping will not be fully equal to the demand likely to be made upon it.

"The great need of the moment is coal for export. On coal exports the whole of our shipping and financial positions depend. We hope that with the release of miners from the army it will not be long before ships which now have perforce to go in ballast can take outward cargoes, thereby at once relieving the financial situation and reducing the cost of our imported supplies."

OUTLINES POLICY TO GAIN SEA TRADE

Hurley Proposes to Write Off $1,000,000,000 of Original Cost of Merchant Fleet

Paris, January 16.—According to announcement here today American shipping will be enabled to make rates in successful competition with other maritime nations and keep the seas open to the great business development expected with the end of the war under the provisions of a shipping policy adopted by the United States Government.

Formulated by E. N. Hurley, Chairman of the Shipping Board, after an extensive investigation, this policy, which has been officially approved, proposes to write off virtually $1,000,000,000 from the cost of American shipping built during the war, and possibly a proportionate write-off from the valuations of American shipyards. This write-off, according to the plan, would apply to ships worth approximately $3,000,000,000.

It is expected that the moral force of the Government, in making such a reduction, will bring privately-owned shipping into the plan. As all ships constructed in the United States during the war were built by the Government, the percentage of privately owned shipping affected is small.

This reduction in shipping values to an after-the-war basis has been chosen rather than plans calling for reductions in wages. Officials were convinced after exhaustive study, that one of these alternatives was necessary if the United States was to compete with foreign nations under the high standard established by Congress or maritime labor.

Following is an official outline of the new policy which is considered of great importance to American business and of vital influence in obtaining for America her part of the world's ocean trade:

"Inasmuch as one of the very important factors in ship operating costs is that part of the overhead cost represented by interest and depreciation, it is recognised that a readjustment of ship values should be made. It is also evident that sound commercial practice and proper accounting methods require a reduction in values at which ships already built and now building under war conditions are carried. It is estimated from the figures so far obtained that the proposed write-off of from 30 to 40 percent would be the minimum amount properly chargeable to the cost of the war.

"The operating cost of the United States Government-owned ships is necessarily high because of the high construction cost due to the war. The question of future rates, therefore, makes necessary a readjustment of the values at which American shipping is carried. The proposed reduction should put American shipping on an adequate post-war footing both as to values and cost of operation. Similar methods, it seems, might well be applied to a reduction in shipyard values.

"The proposed new valuation of ships would be to put the United States, in so far as the present Government-owned ships purchased or built during the war are concerned, in a position to name rates in competition with such rates as may be offered by ships of other nations, and it is the intention of the United States Government that its people shall have ocean rates at least as low as those offered by foreign shipping.

"Referring to the question whether operating costs of commercial vessels privately owned and those not at present Government-owned are seriously affected in an adverse way by the wages paid, it is now known that 85 percent of the ocean-going tonnage of the world today is being operated within from 5 to 15 percent of that now being paid by American private operators and the present owned and controlled ships of the United States Government. The difference in wages should not be vital to the question of rates, as such difference could not be a controlling factor in the cost of operation of the United States shipping."

WILHELM GROWS A BEARD

To Protect Affected Ear Is Reason Made Public

Amerongen, January 11, (delayed.)—William Hohenzollern, the former German Emperor, is growing a beard to protect his ear, which was recently operated upon. The former Emperor's facial appearance, therefore, is undergoing a radical change. Herr Hohenzollern's affected ear is badly influenced by the climate here.

The former Emperor's beard is iron gray in color, and while it is still quite short it makes Herr Hohenzollern look considerably older.

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Melkonian Egyptian
Handmade Cigarettes
are carefully blended with the best Turkish & Macedonian Tobacco Leaf.....
Put up in three distinctive brands.....
"AMON-RE" "HORUS" & "PRINCE"
Smokers will find them both a pleasing and a unique smoke.
Especially the "AMON-RE"
Which represents the best in Smoke-Dom.

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CLEANLINESS
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A TRIAL WILL DEMONSTRATE ITS MANY ADVANTAGES
Electric Irons of various types are now kept in stock by local electric contractors.

For further particulars, etc., apply to the
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TELEPHONE 4467
White and Red Wines
Cognac Brandies
All wines analysed by Dr. Stafford M. Cox, who has certified as to their being free from adulteration or coloring. All tests are fulfilled for naturally-made wines where only the fermented grape juice is used.
Gold Medal Panama Exhibition
465 Nanking Road
(Near Fokien Road)

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—and Mr. Knott Insured says: "Maybe they are going to my house, and I haven't taken out that policy."
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Insurance

FIRE BURGLARY MOTOR CAR
Better see us before it happens
RAVEN TRUST CO., LTD.
INSURANCE;
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HEAD OFFICE IN PETROGRAD
FOREMOST Russian Steamship Company. Owners of over 300 Cargo and Passenger steamers, plying on the Vola, Kama, Oka, Kura and Caspian Sea.
Inclusive through transport rates quoted and through Bills of Lading issued to all parts of the world.
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M. A. MORDUCOVITCH, Manager.
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THOMAS W. SIMMONS & CO.
of San Francisco
IMPORTERS EXPORTERS
Are now located at
No. 10 THE BUND
Telephone: Central 3083
Cable address "SIMMONS"

The Chinese Benevolent Association
271-6 Boulevard des Deux Republiques
Benevolent Fund Ticket
$50,000.00
Issued under the authorisation of the Government of the Republic of China on the 2nd April, 1918.
To be drawn among 50,000 successive numbers in full view of the public in Shanghai, China, on the 1st March, 1919.
One tenth of each ticket will be sold at $0.60, the proceeds of which after payment of prizes, charges, etc., will be divided between the Hunan Famine Relief Fund and the Benevolent Institutions. The Association reserves to itself the right to allocate the proceeds to the above objects; if any of the tickets are unsold on date of drawing proportional reduction in the allocation will be made.
Prices for whole tickets $6.00.
LIST OF PRIZES FOR WHOLE TICKETS

1	First Prize			$50,000
1	Second Prize			12,000
1	Third Prize			6,000
2	Fourth Prizes	$2,000	each	4,000
5	Fifth Prizes	1,000	"	5,000
10	Sixth Prizes	300	"	3,000
20	Seventh Prizes	100	"	2,000
50	Eighth Prizes	50	"	2,500
700	Ninth Prizes	20	"	14,000
2	Each approximate to the First Prize	500	"	1,000
2	Each approximate to the Second Prize	150	"	300
2	Each approximate to the Third Prize	100	"	200
4	Each approximate to the Fourth Prize	50	"	200
10	Each approximate to the Fifth Prize	25	"	250
20	Each approximate to the Sixth Prize	12	"	240
499	For numbers having the two terminal figures similar to those of first Prize	15	"	7,485
499	For numbers having the two terminal figures similar to those of Second Prize.	12	"	5,988
499	For numbers having the two terminal figures similar to those of Third Prize.	12	"	5,988
998	For numbers having the two terminal figures similar to those of Fourth Prize.	10	"	9,980
2495	For numbers having the two terminal figures similar to those of fifth Prize	10	"	24,950
99	Each with the first three figures similar to those of First Prize	30	"	2,970
99	Each with the first three figures similar to those of Second Prize	20	"	1,980
99	Each with the first three figures similar to those of Third Prize	10	"	990
6117	drawn tickets	Total		$161,021

Tickets may be obtained from all dealers.
All prizes won locally will be given at The Chinese Benevolent Association (271-6, Boulevard des deux Republiques, Shanghai); if abroad, will be paid at the Branch Offices of The Bank of China elsewhere.
THE CHINESE BENEVOLENT ASSOCIATION

SCIENTIFIC EYE TESTING

Refracting and Manufacturing
TORIC LENSES
Accurate lens grinding. Sun Glasses and Goggles.
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COLORITE
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12 different colours 60 cts. a bottle
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Straw-Hat-Cleaner
cleans and whitens: makes the hat look like new
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BAUER'S SANATOGEN
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Telephone, Central No. 267—24 Foochow Rd.

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FIRE AND MARINE INSURANCE CO., LTD.
Fire and Marine Policies are issued at lowest current rates. Branch offices are located in all principal cities of China.
Head Office: 127 Szechuen Road

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 20)

The Shanghai Sanitary Laundry Co., Ld.

(INCORPORATED UNDER THE HONGKONG COMPANIES ORDINANCES.)

PROSPECTUS

NO PROMOTION PROFITS.

CAPITAL: Shanghai Taels 250,000 divided into 25,000 shares of Taels 10 each. Of the above there are being issued 12,500 shares payable as to Taels 2.50 on application, Taels 2.50 on allotment and Taels 5 within three months after allotment.

DIRECTORS:—E. T. BYRNE, 24 Kiangse Road, Shanghai; T. H. HARRIS, Lower Wharf, Broadway, Shanghai; H. E. MORTON, Astor House Hotel, Shanghai.

BANKERS:—The Hongkong & Shanghai Banking Corporation.
AUDITORS:—G. H. and N. THOMSON, 2 Kiukiang Road, Shanghai.
SOLICITORS:—Messrs. WHITE-COOPER & MASTER, 1 Museum Road, Shanghai.

OFFICES:—24 Kiangse Road (HEFFER & Co.).

The object for which this Company is being formed is to establish and operate in Shanghai a Sanitary Steam Laundry, Dry Cleaning, Vacuum and Dyeing business to be known as the Shanghai Sanitary Laundry Co., Ld.

The idea of organizing such a Company is one which must appeal very strongly to foreign residents in Shanghai for the reason that Shanghai is badly in need of such an establishment on the grounds of sanitation, cleanliness and the health it brings in its train. No modern Steam Laundry exists in our Settlements; Shanghai has been compelled to patronise native wash houses, with all their primitive methods and insanitary conditions and is in this respect behind other Eastern Ports.

The general health conditions here and the constant menace of Scarlet Fever, Smallpox, Tubercular trouble, not to mention loathsome and communicable diseases, which thrive in the filthy surroundings of Chinese Laundries, will appeal very strongly to our foreign community.

With the opportunities afforded here for the development of such a concern, which will be equipped with the most modern and labour saving machinery, in every department, as described herein, there is no doubt that, in addition to being a boon to the health of the community, the Shanghai Laundry Co., Ld., offers a good form of investment.

Mr. C. F. McWilliams made a recent trip to Manila and Hongkong to investigate the methods employed in both these cities, where modern Sanitary Laundries are in operation.

The result of his investigations have been submitted in the form of a Report containing 21 pages, setting forth various details of operation, including complete plans for the machinery layout (obtained from the Laundry expert in charge of the U.S. Government's Laundries at Manila), also estimated cost of machinery and plans of building from New York. This Report can be inspected at the Offices of the Company at any time during business hours.

GENERAL EQUIPMENT

The machinery of the entire plant will be electrically driven; this method is now employed in all modern up-to-date Laundries, resulting in a greater flexibility of machinery arrangement, increased production, decreased power expenses, cleanliness and better light, as overhead line shaft and belts, which throw dust, and greatly interfere with light (both natural and artificial) are eliminated.

To summarize:—

Clothes are handled with less expense and loss of time. Floors space can be used to best advantage. Greater production. Decreased power bills. Lower maintenance and repair expenses. Greater cleanliness. Better light and ventilation. Greater safety to employees. Better quality of work.

The Laundry will be so established as to handle a minimum of 700,000 pieces per month, with an approximate working staff of 90 people.

The Dry Cleaning and Dyeing Department.—Will be equipped with the latest machinery and methods, in charge of an expert, thus at last making it possible for the residents of Shanghai and Outports to have dry cleaned the most expensive gowns, silks, velvets, furs, feathers, and other valuable effects.

This Department must strongly appeal particularly to the feminine elements in Shanghai who can have dry cleaned a street costume or dinner gown, and if desired, have the material dyed. They can then have it remade in the latest mode, thus obtaining practically a new costume at a very moderate cost, which in these and many days to come of most expensive materials will certainly interest everybody.

Vacuum and Carpet Cleaning Department.—At the present moment, Shanghai is without any effective facilities for cleaning rugs, carpets, portiers, curtains and other hangings for both hotel and private dwellings. It is a common occurrence to see in Shanghai coolies beating rugs and carpets with bamboo sticks. This method destroys the warp of the material and takes more out of a carpet than months of ordinary wear and in the process of such "cleaning?" the material is dragged on the ground to be folded.

Among other appliances, this Department will be equipped with a Mammoth Rug and Carpet Dry Cleaning Machine of the "Split Head Type." This is the largest and most powerful machine built for cleaning Rugs and Carpets and will take all sizes. After carpets or rugs have been treated by this process they come out of the machine as clean as the day they left the factory.

This Department will also be able to boast of a **Lace Curtain Dryer and Finisher.**

It has long been realized that the old time method of "Stretching" curtains is obsolete. On this "Curtain Dryer and Finisher" the curtain is stretched and dried on a revolving frame, which is marked off in inches for the proper stretching of the curtain. This will give the curtain its original shape, also retaining the shape of the scallops and producing a curtain that will hang as straight as when new.

Office Supply Department.—This Department will be furnished with a delivery service for supplying Banks, other big Hongs, various Offices, Gymnasiums, Swimming Baths, etc., with a weekly supply of Towels at a monthly rate, according to the number supplied. The foreign offices in Shanghai, large and small, number over 600 and this sanitary service will be greatly appreciated by the business community, besides proving a very lucrative one for the Company.

The Hongkong Steam Laundry was established 1902 and the Manila Sanitary Steam Laundry in 1900.

The Hongkong Laundry Co. have paid 80 percent in dividends during the past eleven years or an average of 7.27 percent per annum.

For 1917 the Profit on working account is $17,766.66 against $13,093.72 for the year 1916.

The net balance at credit of Profit and Loss for 1917 is $13,609.97.

The capacity of the Hongkong Laundry is only 300,000 pieces per month and lacks the other departments herein enumerated which will contribute very considerably to the financial success of this Company.

The scale of charges will be very reasonable—contracts will be entered into with Clubs, Hotels, etc., at competitive prices and the ordinary householder will find prices compare favourably with those he now has to pay the average Chinese laundryman, not to mention the advantages of sanitary methods employed.

Consideration must be given to the rapid progress being made by Shanghai, both in foreign population and development, and the wants of the Settlement anticipated and provided for.

An increased population means a greater future for a Company such as outlined herein, and as a further guarantee for future development and prosperity, it must be borne in mind that as the foreign population in Shanghai grows, there will arise a still greater and more urgent demand for modern public utilities to protect the good health of the community.

The opinion has been expressed by Laundry Managers in both Manila and Hongkong that the information set forth in Mr. McWilliams' report is of considerable value in starting this Company in Shanghai, particularly regarding the plans of machinery layout for such a Plant and knowledge of the number and class of machines required, also how they shall be grouped, so that clothes can pass from one to the next, with the least amount of handling and loss of time.

In addition to the support of the foreign community there are in Shanghai at present 10 European Hotels, 18 Hospitals, 15 European Clubs and of Steamship Companies, whose ships make Shanghai more or less a terminal or extended stay are—The Nippon Yusen Kaisha, The Osaka Skosen Kaisha, The Nisshin Kisen Kaisha, South Manchuria Railway Co.'s Steamers, Butterfield and Swire's China Coast and River Lines, Jardine, Matheson & Co.'s Coast and River Lines, China Merchants' Line of River and Coast Steamers. The Dollar Line, Blue Funnel, Shire Line, Ellerman and Bucknall Line, Barber Line, Mogul Line, American and Oriental Line, The Prince Line, P. & O. S. N. Co., Messageries Maritimes, American-Asiatic S.S. Co., Oriental African Line, besides many outside ships and Tramp Steamers which make Shanghai a port of call.

The number of ships calling at Shanghai will be greatly augmented now the War is over and trade settles down to normal conditions, and the inevitable expansion comes.

A Laundry expert has offered his services as Superintendent of this Company and is prepared to come to Shanghai as soon as building operations commence, so as to supervise the general plans and installation of machinery and power plant.

A small committee of gentlemen representing the original promoters consisting of Messrs. C. R. Burkill, H. G. Simms, C. M. Bain and C. F. McWilliams, have gone carefully into the question of the need of a Company such as this in Shanghai and the type of building and Machinery most suitable, and they will advise and assist the Directors with regard to the details attendant upon the actual commencement of the Company's business.

Of the Tls. 125,000 now offered for subscription Tls. 45,000 has been underwritten by the following:

Messrs. C. R. Burkill, John Johnstone, J. Spunt, F. W. Sutterle, M. Speelman, Edward Ezra, A. B. Rosenfeld, A. L. Anderson, T. R. Wheelock, A. E. Algar, A. J. Israel, N. G. Maitland, T. H. Harris, H. Arnhold, H. G. Simms, J. J. Keegan, T. E. Trueman, The Shanghai Hotels, R. Spunt, H. M. Tibbey, C. L. Seitz, V. Meyer, C. M. Bain, F. H. Crossley, F. Schwyzer, H. H. Girardet, Sterling Fessenden, Eric Moller, B. D. Kapteyn, G. D. Coutts, Douglas Fleming, E. I. M. Barrett, John Prentice, E. T. Byrne, H. Osborne, F. G. Boulon, Hugo Reiss, F. J. Raven, Leslie W. Hutton, Fu Siao En, Yu Ya Ching, E. A. Mackay, E. B. Rose, J. Em. Lemiere, W. J. Eisler, Henry E. Morton, Owen M. Green, E. A. Nottingham.

The Underwriting Agreement is dated the 14th October, 1918, and can be inspected during office hours at the offices of the Company.

There are no promotion profits; and no underwriting commission and/or brokerages have been or will be paid.

Shareholders holding a minimum of 5 shares will be entitled to a Preferential Rate for any Laundry or Cleaning work executed for them by the Company.

The preliminary expenses of floating the Company are estimated at Tls. 4,000. A number of Gentlemen advanced Tls. 100 each to pay the expenses of an investigation into the possibilities of the project and the amount so advanced, which totals Tls. 2,800, and which has actually been expended in such investigation is to be repaid out of the funds of the Company and is included in the estimate for preliminary expenses.

A copy of the Company's Memorandum of Association is printed in the fold of Prospectus and forms part of it.

The Articles of Association provide that the qualification of a Director shall be the holding in his own name of 25 shares in the Company and that unless and until same be otherwise determined the remuneration of the Directors shall be Tls. 250 per annum each payable out of the funds of the Company.

Application for shares should be made upon the form accompanying the Prospectus and sent to the Company's bankers, the Hongkong and Shanghai Banking Corporation together with a remittance for the amount of the deposit.

The minimum subscription on which the Directors may proceed to allotment is 8 000 shares:

The list will be open on February 17, 1919, and will close March 31, 1919.

When no allotment is made the deposit will be returned in full and when the number of shares allotted is less than the number applied for the balance of the deposit will be applied towards remaining payments.

Failure to pay any future instalment on shares allotted when due will render previous payments liable to forfeiture.

Shares which are not paid for in full before the expiration of one week from the date upon which the final payment was due shall be forfeited by the Directors and it shall be the duty of the Directors at the expiration of that period to forfeit the said shares. Notice of the forfeiture of any such shares shall forthwith be given to the registered holders.

Prospectuses and forms of application can be obtained at the Office of the Company, 24, Kiangse Road, or from the Solicitors, Messrs. White-Cooper and Master, 1 Museum Road, Shanghai.

Copies of the Memorandum and Articles of Association may be inspected at the offices of the Company or its Solicitors.

A copy of this Prospectus has been duly filed with the Registrar of Joint Stock Companies.

Dated Eleventh day of February, 1919.

1339

The Hing Wah Paste Mfg. Company, Limited

Problem of high cost of living solved.

Our Macaroni, Paste Star, Vermicelli in coil and all soup stuffs, etc., are made from the choicest ingredients with the latest foreign-made machinery under the most hygienic conditions.

People living in China should consume the products of local industries, especially food stuffs.

We guarantee our goods are cheaper and fresher than imported goods.

Our goods have been examined and certified by the Hongkong Government Chemist.

Samples on application.

71 North Soochow Road.
Telephone Central 3385.

CARPETS

Come and see us before buying elsewhere. Our prices are the lowest: our goods are the best.

TIENTSIN CARPETS AND RUGS
Sheep or Camel Hair
Made to order from customers' designs.

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Surgical and Venereal Diseases
Men's and Women's Diseases.

Treatments of Diathermy and X Ray are better for nervous diseases (especially rheumatism and nervous prostration) and skin diseases.

Injections of all kinds of vaccine, serums and 1914 (606). Tests of blood.

(Japanese) Dr. WATANABE, A.M., M.D.

21 Haining Road (fifth house from North Szechuen Road).
Tel. North 2279.

17846

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If you want to buy a first class nicely situated dwelling house in

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Please apply to
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Dealer in
Musical Instruments and Music.
Y. 36, North Szechuen Road.

THE SHANGHAI LOAN AND INVESTMENT CO., LTD.

NOTICE TO SHAREHOLDERS

NOTICE is hereby given that the Statutory Meeting of The Shanghai Loan and Investment Company, Limited, will be held in the Meeting Room of the Yangtze Insurance Building, No. 26 The Bund, Shanghai, on Thursday, the 27th day of February, 1919, at 4.15 o'clock in the afternoon for the purposes specified in Section 66 (7) of the Ordinance of 1911.

AND NOTICE is also given that the first Ordinary General Meeting of the Company will be held at the same place immediately after the Statutory Meeting.

The Transfer Books of the Company will be closed from the 25th to the 27th February, 1919, both days inclusive.

DATED the 14th day of February, 1919.

By Order of the Directors,
GEORGE McBAIN,
General Agents.

21231

NOTICE OF REMOVAL

The undersigned have moved to their new premises, located on the 1st floor of the Edward Ezra Building, No. 3 Ezra Road.

JAVA SEA & FIRE INSURANCE CO., LTD,

21235

THE SHANGHAI EXPLORATION AND DEVELOPMENT CO., LTD.

NOTICE TO SHAREHOLDERS

NOTICE is hereby given that the Statutory Meeting of The Shanghai Exploration and Development Company, Limited, will be held in the Meeting Room of The Yangtze Insurance Building, No. 26 The Bund Shanghai, on Thursday, the 27th day of February, 1919, at 4 o'clock in the afternoon for the purposes specified in Section 66 (7) of the Ordinance of 1911.

AND NOTICE is also given that the first Ordinary General Meeting of the Company will be held at the same place immediately after the Statutory Meeting.

The Transfer Books of the Company will be closed from the 25th to the 27th February, 1919, both days inclusive.

DATED the 14th day of February, 1919.

By Order of the Directors,
GEORGE McBAIN,
General Agents.

21231

FOR SALE

BENTLEY'S COMPLETE PHRASE CODE

Price per Copy: Mex. $25
Only a few copies left

CHOW TZU KONG BOOK STORE
111 Szechuen Road

21249

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Route Roso
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High-class Boarding-House and Restaurant
All modern comforts; moderate terms.

NOTICE

Property of Carl Breiding and Sohn
No. 17 Chengtu Road

Formerly represented by
FERD. BORNEMANN & CO.

By an Order of the International Mixed Court dated the 30th January, 1919, the undersigned has been appointed RECEIVER for the above mentioned Property, which is now offered for sale.

TENDERS

are hereby invited for the purchase of the said property as a going concern, which must be sent in on or before February 28th, 1919, to the undersigned who does not bind himself to accept the highest or any tender.

G. D. MUSSO,
Receiver for the Property of
CARL BREIDING & SOHN,
No. 17 Chengtu Road.
Shanghai, 13th February, 1919.

21202

B.W.W.A.

THE ZIMROS

ave kindly consented to give a

Grand Concert

On Tuesday, February 25
at the residence of
LADY FRASER
Tea 4.30 Music 5.15
Tickets: $5 each
may be obtained from
Messrs. Moutrie & Co.
or from
Members of the Executiev Committee B.W.W.A.

21221

COLLACO'S DOG TRAINING KENNELS

Kiangwan Road

Fee for keeping dogs including exercising Tls. 8 per month.
Fee for special training of untrained dogs Tls. 30 extra.
Sporting dogs for sale or hire.

Please apply to M. J. E. Collaco, No. 1 Houtok Terrace, North Szechuen Road Extension, Shanghai.

21138

Bank of Communications

Notice is hereby given that all notes issued by the Bank of Communications, Shanghai, which are stamped "SHANGHAI" are redeemable at face value in Mexican Dollars from the Shanghai Branch of the Bank of Communications.

And notice is also given that the aforesaid notes are accepted by all the foreign banks in the settlement, and also at the office of the Shanghai Municipal Council.

Shanghai, 12th February, 1919.

21168

Yut Sae Chang & Co.

Wholesale Hardware Merchants
Building Contractors
Engineers' Supplies.
A1284 BROADWAY, SHANGHAI

Ball-Bearing Skates, Basket Balls, Stove Polish, Door Springs and Vacuum Bottles.

LAND WANTED

Wanted to buy, not less than thirty mow in a single block, within five minutes walk of the Bubbling Well tram terminus, either inside or outside Settlement limits. Replies to be addressed to Box No. 123, THE CHINA PRESS.

21125

NOTICE

Property of H. Diederichsen & Co.
AT HANKOW

By an Order of the International Mixed Court dated the 8th February, 1919, the undersigned has been appointed receiver for Messrs. H. Diederichsen and Co. whose property at Hankow is now offered for sale.

Such property consists:—

1. Of an Export Installation, Machinery and Buildings on land measuring about 2,000 Hankow Fong, adjoining the late German Concession at Hankow.

2. Of Hong Building and Godowns on land measuring about 340 Hankow Fong, in the late German Concession at Hankow.

TENDERS

are hereby invited for the purchase of the said properties, or any of them, which said Tenders must be sent in on or before February 28th, 1919, to the undersigned who does not bind himself to accept the highest or any tender.

G. D. MUSSO,
Receiver for H. Diederichsen & Co.
Shanghai, 13th February, 1919.

21267.

Russian Lady Dentist

Miss. A. Gauhman

20 Nanking Road,
Time 9-12 : 2-6
Tel. 1916.

17267

THE INUNITED STATES COURT FOR CHINA

In re Estate of MARY ANNA BETINES, *Deceased.*	*Cause No. 730* *Estate No. 276* NOTICE TO CREDITORS

NOTICE is hereby given to all parties interested that the undersigned has been appointed Administrator of the above named decedent's estate; that all persons having claims against the said estate are required to present the same for payment, with vouchers, to the undersigned on or before August 9, 1919, and all persons owing the said deceased are required to make payment to the undersigned.

WILLIAM A CHAPMAN,
Administrator,
11 Whangpoo Road,
Shanghai, China.
February 9, 1919.

21102

NOTICE

A PUBLIC MEETING of British Residents, at which all members of the Allied Community are cordially invited to be present, will be held at the Town Hall on Monday, the 24th February, 1919, at 6 o'clock p.m. sharp.

To pass a resolution which will be proposed, expressing deep sympathy, etc., with the prisoners of war, British and Allied, who have suffered cruelty at the hands of the enemy.

The Chair will be taken by Sir Everard Fraser, K.C.M.G., H.B.M. Consul-General.

21237

Massage and Swedish Treatments

Expert Masseur, Electrical and Swedish Treatments, by Thos. Burke, London, Eng. Cert. c/o Palace Hotel. Patients visited. The only graduated masseur in Shanghai.

20297

GORDON'S DRY GIN

R. MARTENS & Co., Ltd.
1 The Bund
Telephone 4702

Exchange and Bullion

Shanghai, February 22, 1919.
Money And Bullion

Sovereigns: buying rate.
@ 4/8=Tls. 4.28
@ exch. 72.2=Mex. $5.93
Gold Dollars: Bank buying rate,
@ 111=Tls. 90.09
@ 72.2=Mex. $124.78
Mex. Dollars: Market Rate: 71.975
Shai Gold Bars: 978 touch Tls. 284
Copper Cash ..... per tael 1870
Native Interest ..... Tls. .04

Bar Silver ..... 47⅛d.
Bank Rate of Discount 5%
Ex. Paris on London ....Fr. 25.93
Ex. N. Y. on London T.T. G. $4.76⅛

Exchange Closing Quotations

London	T.T.	4/8
London	Demand	4/8⅛
India	T.T.	311
Paris	T.T.	606½
Paris	Demand	609½
New York	T.T.	111
New York	Demand	111½
Hongkong	T.T.	67
Japan	T.T.	46½
Batavia	T.T.	270½
Singapore	T.T.	50½

Banks Buying Rates

London	Demand	4/9
London ... 4 m/s.	Cdts.	4/10⅛
London ... 4 m/s.	Docy.	4/10⅜
London ... 6 m/s.	Cdts.	4/11
London ... 6 m/s.	Docy.	4/11⅛
Paris ..... 4 m/s.		637½
New York .... o/d	Docy.	112½
New York ..4 m/s.	Docy.	116½

Roubles Exchange
Today's Bank Buying Rate
For Roubles
Roubles 1,360 ..... =Tls. 100
Roubles 100. ..... =Mex. $10.00

Customs House Exchange Rates
For February

Hk. Tls.	3.58 @ 5/0⅛		£1
„	1 @ 653	Francs	7.27
„	0.75 @ 119½	Gold	$1
„	1 @ 43½	Yen	2.53
„	1 @ 15	Rupees	4.19
„	1 @ 1.50	Mex.	$1.50
„	1 @ —	Roubles	—

Stock Exchange
Transactions

Shanghai, February 22, 1919.
TODAY'S QUOTATIONS
Official

Langkats Tls. 24.00 April
Langkats Tls. 24.50 March
Langkats Tls. 25.00 cash
Langkats Tls. 24.00 cash
Langkats Tls. 25.50 April

Sharebrokers' Association
Transactions

Shanghai, February 22, 1919.
BUSINESS DONE
Official

Central Stores 6% Debs. @ Tls. 75.00

PARIS EXCHANGE
(French Wireless)

Paris, February 21.—(Via Lyons and Koukaza). Paris exchange:
Paris-London checks 26.00
War Loans:
3 percent 64.50
4 percent 1917 ..... 74.75
Liberty Loans:
4 percent 1918 ..... 74.50
5 percent 91.15

ASTOR HOUSE HOTEL
TIENTSIN

Cable Address
ASTOR

The leading Hotel in Tientsin. Delightfully situated, facing Victoria Park, and located in the Centre of the Town's Life and Business.

Spacious and Luxurious Dining and Reception Rooms.

Every Bedroom with private Bath and Toilet.

First Class Cuisine and Selected Cellar, under Foreign supervision.

Central Heating, Electric Light, Modern Sanitary Arrangements.

Hotel Motor-Omnibus and Porters meet all Trains and Boats.

THE MANAGEMENT

The China Mutual Life Insurance Co., Ltd.

Parents should take advantage of the present high rate of exchange to provide for the future education of their children.

Write to us for particulars of our Special Policies, at

10 Canton Road,
Shanghai.

Chinese and Foreign Banking Announcements

Chartered Bank of India, Australia and China

Incorporated by Royal Charter 1853.

Capital £1,200,000
Reserve Fund 2,000,000
Reserve Liability of Shareholders 1,200,000

Head Office:
38 BISHOPSGATE, LONDON, E. C.

Court of Directors:
Sir Montagu Cornish Turner, Chairman.
Sir Duncan Carmichael.
T. Cuthbertson, Esq.
Sir Alfred Dent, K.C.M.G.
W. H. Neville Goschen, Esq.
The Rt. Hon. Lord George Hamilton, G.C.S.I.
W. Foot Mitchell, Esq.
Lewis Alexander Wallace, Esq.

Bankers:
The Bank of England.
The London Joint City & Midland Bank Limited.
The London County and Westminister Bank, Limited.
The National Provincial Bank of England, Limited.
The National Bank of Scotland, Limited.

Agencies and Branches:

Amritsar	Iloilo	Puket
Bangkok	Ipoh	Rangoon
Batavia	Karachi	Saigon
Bombay	Klang	Seremban
Calcutta	Kobe	Singapore
Canton	Kuala-Lumpur	Shanghai
Cebu	Madras	Sourabaya
Colombo	Manila	Taiping
Delhi	Medan	(F. M. S.)
Haiphong	New York	Tavoy (Lower
Hankow	Peking	Burma)
Hongkong	Penang	Tientsin
	Yokohama	

Shanghai Branch 18 The Bund.

Drafts granted on the above Agencies and Branches and also on the principal Commercial Cities throughout the world. Bills of Exchange bought, Travelling Letters of Credit issued and every description of Banking and Exchange business undertaken.

Interest allowed on Current Deposit Accounts, according to arrangement.

Fixed Deposits are received for twelve months and shorter periods at rates to be ascertained on application.

A. I. D. STEWART.
Manager.

BANQUE DE L'INDO-CHINE

Capital ..... **Frs. 48,000,000.00**
Reserve ..... **Frs. 50,000,000.00**

Succursales et Agences:

Bank.k	Hanoi	Saigon
Battambang	Hongkong	Shanghai
Canton	Mengtze	Singapore
Djibouti	Noumea	Tientsin
Dondichery	Peking	Tourane
Haiphong	Papoote	
Hankoou	Pnom-Penh	

Bankers:
In France: Comptoir National d'Escompte de Paris; Credit Lyonnais; Banque de Paris et des Pays-Bas; Credit Industriel et commercial; Societe Generalle.
In London: The Union of London and Smith's Bank, Ltd.; Comptoir National d'Escompte des Paris; Credit Lyonnais.

This Shanghai Agency undertakes all banking operations and exchange business, grants credits on goods and approved securities and receives deposits on current and fixed deposits according to arrangement.

L. ARDAIN.
Manager.

The Exchange Bank of China

SHANGHAI BRANCH
41 Kiangse Road.

Telephone C. 1941.
Telegraphic Address "Knabex."

Capital ..... Yen 10,000,000
Head Office ..... Peking.
Registered in the Ministry of Finance.

General Banking Business of Every Description transacted.

Foreign and Domestic Exchange Business a specialty. We issue Demand Drafts, T/T, Letters of Credit. Buying and Selling Specie, etc., etc.

Foreign and Domestic Commercial Papers and Bills discounted.

Loans and Advances made on approved Securities.

Interest allowed on current accounts and fixed deposits according to arrangement.

Foreign Agencies at Tokio, Yokohama, Kobe, Osaka, Nagasaki, Moji, Singapore. Bombay, London, New York.

Domestic Agencies at Tientsin, Hankow, Kiukiang, Tsingtao, Dairen, Changchun, Mukden, Foochow, Amoy, Swatow, Hongkong, Canton.

YOA YU,
Manager.

Hongkong & Shanghai Banking Corporation

Paid-up Capital $15,000,000

Reserve Funds:—
Sterling £1,500,000 @ 2s. $15,000,000
Silver 19,500,000
$34,500,000

Reserve liability of Proprietors $15,000,000

Head Office: HONGKONG
Court of Directors:
Hon. Mr. P. H. Holyoak Chairman,
G. T. M. Edkins Esq., Deputy Chairman.
A. H. Compton Esq.
Hon. Mr. S. H. Dodwell.
C. S. Gubbay Esq.
Hon. Mr. D. Landale.
E. V. D. Parr Esq.
W. L. Pattenden Esq.
J. A. Plummer Esq.
Chief Manager.
Hongkong—N. J. STABB.

Branches and Agencies:

Amoy	Ipoh	Penang
Bangkok	Johore	Rangoon
Batavia	Kobe	Saigon
Bombay	Kuala-Lumpur	S. Francisco
Calcutta	London	Shanghai
Canton	Lyons	Singapore
Colombo	Malacca	Sourabaya
Foochow	Manila	Tientsin
Hankow	Nagasaki	Tsingtao
Harbin	New York	Vladivostock
Iloilo	Peking	Yokohama

London Bankers:
London County and Westminister Bank, Ltd.

Shanghai Branch: 12, The Bund.
Sub-Agency: 9 Broadway.

Interest allowed on Current Accounts and on Fixed Deposits according to arrangement.

Local Bills Discounted.

Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London and the chief commercial places in Europe, India, Australia, Africa, China, Japan and America.

A. G. STEPHEN,
Manager.

Russo-Asiatic Bank

	Roubles.
Capital (fully-paid)	**55,000,000**
Reserve Fund	**26,960,000**
	Kug. Tls.
Capital Contributed by the Chinese Government ..	**3,500,000**
Reserve Fund	**1,750,000**

Head office: PETROGRAD.
Paris office: 9 Rue Boudreau.
London office: 64 Old Broad Street, E.C. 2.

Bankers:
London: Messrs. Glyn, Mills, Currie & Co.
Paris: Sciete Generale pour favoriser le Development de Commerce et de l'Industrie en France. Banque de Paris et des Pays-Bas.
Lyons: Societe Generale pour favoriser le Development du Commerce et de l'Industrie en France.
Milan: Credito Italiano.

FAR EASTERN BRANCHES:

Bombay	Hailar	Nicolayewsk
Chanchun	Hankow	O/Amur
(Kwan-chendze)	Harbin	Peking
Chefoo	Hongkong	Shanghai
Dairen (Dalny)	Manchouli	Tientsin
	Newchwang	Vladivostock
		Yokohama

85 Branches and Agencies in Russia, Siberia and Mongolia.

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels. Dollars and Roubles. Terms on application.

Local Bills discounted. Special facilities for Russian Exchange.

Foreign Exchange on the principal cities of the world bought and sold.

Safe Desposit Boxes.

L. JEZLERSKI,
G. CARRERE.
Managers for Asia.

The National Commercial Bank, Ltd.

(Formerly The Chekiang Shing Nih Chartered Bank Ltd.)
Established 1907.

Paid-Up Capital **$1,000,000.00**
Reserve Fund **266,000.00**

Head Office: Shanghai
14, Peking Road.
Managers' Office Central 2650
Tel.: General: Central 2613 & 2614

Branches:
Hangchow, Hankow, Peking, Tientsin, Mukden and Harbin.

Correspondents at the principal cities throughout China.

Interest allowed on Current Accounts and Fixed Deposits both in taels and dollars according to arrangement.

Interest allowed on Savings Account at 4% per annum.

Credits granted on approved securities.

Every description of Banking and Exchange Business transacted.

Modern Safe Deposit Boxes For Rent
SHU CHIN MIH, Sub-Manager.
SHEN CHU HSU, Manager.
Q. C. YANG, Sub-Manager.

The Bank of China

(Specially authorised by Presidential Mandate of 15th April, 1915)

Authorised Capital .. **$60,000,000.00**
Paid-Up Capital **$12,279,800.00**
Reserve Fund **$1,298,552.60**
Special Reserve Fund **$1,898,933.68**

HEAD OFFICE: PEKING.
Branches and Agencies:

Peking	Taiyuan	Shanghai
Tientsin	Kaifong	Hankow
Changchun	Wuhu	Ichang
Antung	Anking	Changsha
Dalny	Hangchow	Nanchang
Moukden	Ningpo	Kiukiang
Newchwang	Nanking	Foochow
Harbin	Chinkiang	Amoy
Kirin	Hsuchow	Canton
Tsinan	Soochow	Hongkong
Chefoo	Wusieh	Swatow
Tsingtau	Yangchow	Chungking

SHANGHAI BRANCH.
3 HANKOW ROAD.

Loans granted on approved Securities. Local Bills discounted. Interest allowed on Current Accounts and Fixed Deposits in Taels or Dollars according to arrangement.

SUNG HAN-CHANG,
Manager.

Shanghai, 15th February, 1919.

Hongkong & Shanghai Banking Corporation

Savings Bank Office:
12 The Bund, and 9 Broadway.

Deposits of not less than $1, or over $100, will be received at one time.

Not more than $1,200 will be received in one year from any single not at any time exceed the sum of $5,000.

Interest at the rate of 3½ per cent per annum will be allowed on the monthly minimum balance. Deposits may be withdrawn on demand. Accounts will be kept either in Mexican Dollars or Taels, at the option of the depositor.

Depositors will be presented with Pass Books in which all transactions will be entered. Pass Books must be presented when paying in or withdrawing money.

Office Hours—10 a.m. to 3 p.m. Saturday, 10 a.m. to 12 noon.

Commercial Bank of China

Head Office: SHANGHAI

Subscribed Capital Sh. Tls. 5,000,000
Paid-Up Capital Sh. Tls. 2,500,000

Advances made on approved securities. Bills discounted.

Interest allowed on Current Accounts at 2 per cent per annum on daily balance. On Fixed deposits:
For 3 months at 3% per annum.
For 6 months at 4 % per annum.
For 12 months at 5% per annum
On deposits in Dollars according to arrangement.

H. G. MARSHALL,
Chief Manager.

中 華 匯 業 銀 行
Chung Foo Union Bank

(Established in 1917.)
Statutes approved by the Government in 1916.
Head offices: Tientsin

Subscribed Capital **$2,000,000**
Paid-Up Capital **$1,020,000**

Managing Director:
SUN TAO SAN.

Branches and Agencies in Domestic Cities:

Tientsin	Chinkiang
Shanghai	Soochow
Peking	Wusieh
Hankow	Hangchow
Nanking	Ningpo
Yangchow	Shaohsing
Hsuchow	Canton
Pengpu	Hongkong
Changchun	Changtah
Antung	Chengchow
Kiukiang	
Tsinkiangpu	

Agencies and Correspondents in foreign countries:
London: International Banking Corporation.
New York: International Banking Corporation.
San Francisco: International Banking Corporation.
Boston: American Express Company.
Tokio: Bank of Chosen.
Kobe: Bank of Chosen.
Osaka: Bank of Chosen.
Yokohama: Bank of Taiwan.
And also other principal cities in foreign countries.

SHANGHAI BRANCH.
S.441 Ningpo Road.
Tel. Central 1929 Managers' Office.
Tel. Central 2618 General Office.

Every description of Banking and Exchange business transacted. Interest allowed on Current Accounts and Fixed Deposits both in Taels and Dollars according to arrangement.

Credits granted on approved securities.

Y. R. SUN, Manager.
T. D. ZAR, Sub-Manager.

International Banking Corporation

Head Office:
National City Bank Building
55 Wall Street, New York.

Capital and Surplus ...U.S. $6,500,000
Undivided Profits ...U.S. $2,118,579.84

H. T. S. Green,
President & General Manager.
London Office:
36 Bishopsgate, E. C.
San Francisco Office:
232 Montgomery Street.

Far Eastern Branches
China: Shanghai, Peking Tientsin, Hankow, Hongkong, Canton.
Japan: Yokohama, Kobe.
Philippines: Manila, Cebu.
India: Bombay, Calcutta.
Straits Settlements: Singapore.
Dutch East Indies: Batavia, Soerabaya.
West Indian and Central American Branches:
Republic of Panama: Panama, Colon
Republic of Colombia: Medellin.
Dominican Republic: Santo Domingo, San Pedro de Macoris.
Santiago, Puerto Plata.

In addition to our own Branches, by reason of our close affiliation with *The National City Bank of New York* we are able to offer the facilities of its branches at Bahai, Buenos Aires, Caracas, Genoa, Havana, Montevideo, Moscow, Petrograd, Rio de Janeiro, San Juan, P. R., Santiago de Cuba, Santos, Sao Paulo Valparaiso, Vladivostock.

Commercial and Travellers' Letters of Credit, Bills of Exchange and Cable Transfers bought and sold. Current accounts opened and Fixed Deposits taken on rates that may be ascertained on application to the Bank.

H. C. GULLAND, Manager.
1a, Kiukiang Road.

The Bank of Canton, Limited.

Incorporated 1912.

Capital (fully paid) .....H.$2,000,000.00
Reserve Fund .....H.$ 240,000.00
Investment reserve fund H.$ 40,000.00

Head Office
No. 6 Des Voeux Road, Hongkong.

Shanghai Office
No. 2 Ningpo Road

Interest allowed on Current Accounts and Fixed Deposits according to arrangement.

Every description of Banking and Exchange business transacted.

C. C. WONG,
Act. Manager.

BANK OF COMMUNICATIONS

Specially authorised by Presidental Mandates of April 7th, 1914, and October 31st, 1915.

Capital: Kuping Taels 10,000,000

HEAD OFFICE: PEKING
Over 60 Branches and Agencies at principal cities and commercial centers in China.
Agencies abroad: Singapore, Hongkong, Tokyo (Japan).

SHANGHAI BRANCH
35 Szechuen Road.
Interest allowed on both Current and Fixed Deposit Accounts; Credit granted to approved securities, and every description of Banking and Exchange business transacted.
H. TAO, Manager,
Y. M. CHIEN, Sub-Manager.

Yokohama Specie Bank, Limited

(Established 1880.)

Head Office: YOKOHAMA JAPAN.

Capital Subscribed .. **Yen 48,000,000**
Capital Paid-up .... **Yen 42,000,000**
Reserve Fund ..... **Yen 24,300,000**

London Bankers:
The London County and Westminster and Parr's Bank, Ltd.
The National Provincial and Union Bank of England, Ltd.
The London Joint Stock Bank, Ltd.

Branches and Agencies

Batavia	Los Angeles	Seattle
Bombay	London	Shanghai
Buenos Ayres	Lyons	Shimonoseki
Calcutta	Manila	Singapore
Changchun	Mukden	Sourabaya
Dalny	Nagasaki	Sydney
Hankow	Newchwang	Tientsin
Harbin	New York	Tokio
Hongkong	Osaka	Tsinanfu
Honolulu	Peking	Tsingtau
Kaiyuen	Rangoon	Valdivostock
Kobe	S. Francisco	

SHANGHAI BRANCH
Interest allowed on Current Accounts and Fixed Deposits in Taels and Dollars, according to arrangement.

Drafts granted on principal places in Japan, Korea, Formosa, China and the chief commercial places in Europe, India and America.

Every description of Banking and Exchange Business transacted.

K. KODAMA, Manager.

Banque Industrielle de Chine

Capital ..... **Francs 45,000,000**
one-third of the Capital, i. e., Frs. 15,000,000, subscribed by
THE GOVERNMENT OF THE CHINESE REPUBLIC
Statutes approved by the Government of the Chinese Republic on January 11, 1913.

President, Andre Berthellot.
General Manager, A. J. Pernotte.

HEAD OFFICE
74, RUE ST. LAZARE, PARIS.
Branches in Peking, Tientsin, Shanghai, Hongkong, Saigon, Haiphong and Yunanfou

BANKERS:
In France: Societe Generalle pour Favoriser le Development du Commerce & de l'Industrie en France.
In London: London County and Westminster and Parr's Bank Ltd.
London City & Midland Bank Ltd.
In New-York: Redmond & Co.
In Italy: Banca Commerciale Italiana
Credito Italiano

Tacls, Dollars, Gold Accounts
Interest allowed on Current Accounts in Gold or Local Currency and fixed deposits on application.

Every description of Banking and Exchange business transacted.

Savings accounts in Gold and Local Currency.

G. LION, Manager.

The Mercanile Bank of India, Ltd.

Authorised Capital **£1,500,000**
Subscribed Capital **1,125,000**
Paid-up Capital **562,500**
Reserve Fund **659,000**

HEAD OFFICE, 15 Gracechurch Street, LONDON, E. C.

London Bankers:
London Joint Stock Bank, Ltd.

Branches & Agencies.

Bombay	Howrah	Madras
Calcutta	Handy	Penang
Colombo	Karachi	Port Louis
Delhi	Kota Bahru	(Mauritius)
Galle	(Kelantan)	Rangoon
Hongkong	Kuala Lumpur	Shanghai
	Singapore	

Shanghai Branch.
EVERY description of Banking and Exchange business transacted. Interest allowed on Tael Current Accounts at 2 % per annum and an Fixed Deposits at rates which may be ascertained on application.

C. T. BEATH Manager
26 The Bund.

The Shanghai Commercial and Savings Bank, Ltd.

9, NINGPO ROAD

Capital (Paid-up) **$600,000.00**
Reserve Fund ..... **$ 15,000.00**
Deposits (Dec., 1918).. **$3,400,000.00**

Accounts carried in dollars, taels or foreign currencies.

Banking by Mail.

Credit granted on approved securities.

Drafts, both domestic and foreign, purchased or sold.

Exchange of dollars, taels and foreign currencies.

Pocket Savings Bank for saving small coins.

SAFE DEPOSIT BOXES for rent.

K. P. CHEN,
General Manager.

Banque Belge Pour L'Etranger

Filiale de la Societe Generale de Belgique
Societe Anonyme
Paid-Up Capital .. Frs. 30,000,000

Head Office: BRUSSELS.
London office: 2 Bishopsgate.
Branches at Peking, Tientsin, Alexandria, Cairo (Egypt), and Rotterdam.

President:
JEAN JADOT
Gouvernor Societe Generale de Belgique.

Bankers:
London: Martin's Bank, Ltd.
Brussels: Societe Generale de Belgique.
Antwerp: Banque d'Anvers.
Paris: Banque de l'Union Parisienne Societe Anonyme.
Lyons and Marseilles: Comptoir National d'Escompte de Paris.
New York: National City Bank of New York.

Interest allowed on Current Accounts Taels and fixed deposits according to arrangements.

Every description of banking and exchange business transacted.

M. DEMETS,
Manager for China.

Nederlandsche Handel Maatschappij

(NETHERLANDS TRADING SOCIETY.)

Established 1824.
Paid-up-Capital—
Guilders 70,000,000 (about £5,833,333)
Reserve Fund—
Guilders 12,760,286 (about £1,063,357)
Head Office: AMSTERDAM.
Head Agency: BATAVIA
Agencies in Holland:
THE HAGUE and ROTTERDAM.

Branches:

Bandjermasin	Medan	Singapore
Bandoeng	Padang	Soerabaya
Cheribon	Palembang	Soerakarta
Djember	Pekalongan	Tebing-Tinggi
Djokjakarta	Penang	Tegal
Hongkong	Pontianak	Telok-Beton
Kota-Radja	Rangoon	Tjilatjap
Langsa	Semarang	Weltevreden
Makassar		

London Bankers:
National Provincial and Union Bank of England, Ltd.

Correspondents at the principal places in Europe, Asia, Australia and North America.

The Bank buys, sells, and receives for collection bills of exchange, issues letters of credit on its branches and correspondents and transacts banking business of every description.

SHANGHAI INTEREST ALLOWED on current tael accounts and fixed deposits, according to arrangement.

B. G. J. WYNBERG.

ASIA BANKING CORPORATION

An American Bank

HEAD OFFICE
66 Liberty Street, New York

SHANGHAI BRANCH
15 Kiukiang Road

The Asia Banking Corporation offers an American Banking Service and respectfully solicits your patronage. It is organised especially for the purpose of fostering and developing trade between the Orient and the United States. The entire service, information and TIME of our bank, its staff and correspondents is at the disposal of our clients and their friends.

Interest allowed on current, fixed and saving accounts carried in Taels, Mexican Dollars, U.S. Gold, Sterling and Francs.

Foreign or local drafts purchased at best rates, or entered for collection.

Imports and exports financed.

Commercial credits established.

Drafts sold on, and telegraphic payments effected in, any part of the World.

Siccawei Weather Report

Saturday, February 22, 1919.

Remarks on the 21.—Gloomy and misty weather with some rain in the morning at Shanghai and moderate variable breezes along the coast. The low pressures of the Northwestern regions have invaded Mongolia and Liaotung, while higher barometric readings are again recorded in Central and Western China.

Morning of the 22.—very cloudy and misty weather with moderate N.W. breezes. The barometer keeps rather low below the average.

WEATHER	4 A.M.	9 A.M.
Bar. at 23° F. inches .	29.93	30.04
Variation for 24 hrs. .	—0.13	—0.02
Variation for 12 hrs. .	—0.07	—0.01
Wind—Direction	NW	NW
Wind—Miles per hour	4.3	5.6
Temperature (Fahr.) .	37°4	42°0
Humidity	95	75
Nebulosity 0-10	8	8
Rainfall inches	—	—

Share Market

In their report for week ending February 20, Messrs. J. P. Bisset and Co. write as follows:

The chief feature of the week's business has been the increased demand for rubbers, practically all of which are inquired for at improved rates. Buyers still preponderate. The outlook for the local rubber share market appears to be distinctly good. Cottons all remain firm and prices in most cases have improved since our last issue. Docks improved to Tls. 183 cash and continue very firm. There is a good inquiry for Wharves at Tls. 89 cash. Langkats changed hands at Tls. 22½ c.n.i. and are still wanted. The tone of the market generally has been buoyant and closes firm.

Silk Market

Messrs. William Little and Co's. report of February 21, says:

White Silk.—The market has continued to rule very dull. The heavy delay in cables for both Europe and America accentuates the difficulties of business.

Tsatlee New Style.—Black Lion, 1 and 2, Tls. 570 av. Silver Stork, 1, Tls. 512½.

Steam Filatures.—Some interest was shown last week for America at about former rates.

Mail Notices

MAILS CLOSE

For Japan:
Per N.Y.K. s.s. Kasuga M. Feb. 24
Per N.Y.K. s.s. Kokura M. Feb. 25

For U.S. Canada and Europe:
Per R.D. s.s. Harold Dollar Feb. 24
Per P.M. s.s. Colombia ....Mar. 1

MAILS DUE

From U.S. and Canada
Per N.Y.K. s.s. Fushimi M. Mar. 1

JAPANESE ARMY SCANDAL GROWS

Ingenious Methods Of Bribing Officers In Manchuria, Tokio Press Reports

Tokio, February 15.—More details of the scandal which involves Japan-army officers with the Siberian expeditionary forces are being printed by the Japanese press. Despatches to the Jiji from Changchun state that the scandal is a complicated one, Mr. Takezawa, a director of the martial court, stationed in Port Arthur, having left for Changchun about the middle of January to co-operate with the gendarme authorities in an investigation.

It is stated that the Kwantung warehouse company, the warehouses of the army commissariat department, and many merchants have been subjected to a searching examination. It has been discovered that the army accountants employed in warehouses have conspired with dishonest merchants in Dairen and at other places for the shipment of goods for commercial purposes under the disguise of army necessities. These goods have been sold at from Y.5,000 to Y.10,000 a carload lot, and many officers have received commissions for goods purchased from merchants, it is stated.

The money obtained by these transactions has been spent in Changchun restaurants, one officer of the rank of colonel having lavished great sums on women. Ingenious methods of bribing the officers have have been uncovered, money orders having been made out to members of officers' families, or bank notes were passed to the officers in soup bowls previous to restaurant dinners.

Classified Advertisements

Exchange and Mart

GOOD cornet with music stand and instruction books for exchange of bicycle, or sell. Apply to Box 206, THE CHINA PRESS.
21310 F. 23.

FOR SALE, two cash registers. Wei Lee and Co. Telephone North 1293, 2258-9 Boone Road.
21312 F. 26.

WANTED to buy, a 1¼" Schebler Carburetor. Apply to Box 207, THE CHINA PRESS.
21311 F. 23.

HALF-SIZE billiard table, convertible into a dining table, complete with two sets of balls, marker, cues, rest, spirit level. Made by Riley, London. New condition, accept Tls. 225. Apply to Box 175, THE CHINA PRESS.
21324 F. 23.

FOR SALE, French cab victoria, Australian horse, harness, etc. Complete with summer and winter uniforms, carriage covers. Apply to Box 208, THE CHINA PRESS.
21319 F. 23.

FOR SALE: Bargain. Small lot of Minorka and Leghorn chickens, good layers, hatched 1918. Also a lot of homer pigeons. House and runs covered with wire netting to be taken over. Apply to Box 195, THE CHINA PRESS.
21294

LADY leaving Shanghai offers long squirrel fur coat, with necklet and muff to match, for $100; cost $220. Apply to Box 188; THE CHINA PRESS.
21275.

WANTED, a jinrickshaw with pneumatic tyres. Must be in good condition. Apply to Box 199, THE CHINA PRESS.
21297 F. 23.

WANTED to buy, good piano and first-class house furniture. Either in one lot or separately. Reply to Box 200, THE CHINA PRESS.
21301 F. 25.

FOR SALE, one almost new Underwood typewriter, model No. 3, 14 inches. Complete with covers; excellent condition. Reasonable offer accepted. Apply to Box 189, THE CHINA PRESS.
21284 F. 28.

WANTED, second-hand typewriter, Remington or Underwood. Apply, stating lowest prices, to S. S. Chow, S-11 Ningpo Road.
21289 F. 23.

FOR SALE, Henderson four-cylinder motor-cycle with side-car, recently overhauled, guaranteed first-class condition. Tls. 375. Apply to Box 190, THE CHINA PRESS.
21286 F. 23.

FOR SALE as a going concern, select boarding house in the Western district, detached house, in good locality. Owner leaving Shanghai. Apply to Box 191, THE CHINA PRESS.
21286 F. 23.

TLS. 475: Humber (English make), two-seater motor-car, in good condition, electrically fitted. Gasoline consumption, 35-38 miles to the gallon. Selling at a sacrifice. Apply to Box 194, THE CHINA PRESS.
21291 F. 23.

SAFETY Razor Blades Sharpened. Old blades made as good as new, 50 cents a dozen, single blades; 70 cents, double, Y.M.C.A. Barber Shop, 120 Szechuen Road.
21046

FOR SALE, hand and treadle sewing-machines, parts, needles, oils, belts, etc. Our prices are the lowest. Repair orders promptly executed. Apply Liengyi Mercantile Co., Y-15a North Szechuen Road. Telephone North 1640.
21246 F.23.

SITUATIONS WANTED

COMPETENT young lady stenotypist desires position, half-time, morning preferred. Apply to Box 132, THE CHINA PRESS.
21143

YOUNG Chinese with good knowledge of English, and five years' experience in general office work, accounts, correspondence, and an efficient salesman in engineering—electrical chiefly, import and insurance business, is open for engagement here or in North China. Apply to Box 197, THE CHINA PRESS.
21295 F. 25.

TAKE ADVANTAGE
OF THE
HIGH EXCHANGE
Carry a Gold
Dollar Account
WITH
AMERICAN EXPRESS
COMPANY
No. 8 Kiukiang Road

SHIRTINGS
A good selection of patterns of Men's Shirtings is always on hand at
"V" Modes
20 Nanking Road, 3rd Floor

中國精益眼鏡公司
Refracting and Manufacturing

Crookes, Torics,
AND
Kryptoks
CHINESE OPTICAL CO.
P.352 Nanking Road

SHORT LOANS
We can arrange short loans in
AMERICAN GOLD
on approved local securities
Raven Trust Co., Ltd.
15 Nanking Road

Dr. C. CAMERON
DENTAL
SPECIALIST
38 Nanking Road
SHANGHAI
Office Hours
9 to 12
2 „ 6

AMUSEMENTS

APOLLO THEATRE TONIGHT February 23th

AMBITION is a William Fox master photoplay graphically depicting the sacrifice of a man's wife and home to a political power in order that he may secure success.

MME. BERTHA KALICH
That unequalled emotional actress shows the extent to which a woman will go to aid those she loves.
HERE IS A REAL "WM. FOX" TREAT FOR YOU
We boost it as a real good film.
Pathe British Gazette -:- American War News
Stub and Burns as Pokes and Jabs
in
"SLEUTHS" Another of those clever and funny Vim comedy films

MATINEE, TODAY at 3 p.m.
"The House of Hate"
Final Episode
"Following Old Glory"

SHOWING
at the
VICTORIA THEATRE
TONIGHT
February 23rd and 24th
HOUSE PETERS
and
MYRTLE STEDMAN
IN
"THE HAPPINESS OF THREE WOMEN"
An unusual story of society and a young attorney who held the happiness of three women in the hollow of his hand.

WILL BE PRESENTED AT THE
OLYMPIC THEATRE
Tonight, February 23rd and 24th
THE INCOMPARABLE
Mary Pickford
IN A MODERN AND ORIGINAL VERSION OF THE CENTURY-OLD CLASSIC
"CINDERELLA"
Matinee
Today, February 23rd, at 3.15 p.m.

Lyceum Theatre
LAST CONCERT
By the famous
Petrograd Ensemble
"ZIMRO"
assisted by
Miss ELFRIDA BOSS
(Gold Medallist Petrograd Conservatoire)
FRIDAY FEBRUARY 28th at 9.15 p.m.
BOOKING AT MOUTRIE'S
Prices As Usual
Direction: A. STROK

ISIS THEATRE
(Corner of Jukong and North Szechuen Roads)
Grand Yiddish Performance
by
MR. BLEICHMANN
and
The Idish Operette and Dramatic Co.
TONIGHT, 23RD FEBRUARY.
MATINEE TODAY
"The Mystery Ship"
7th and 8th Episodes.
and 4th Episodes
"The House of Hate"
New Programme
for
Monday, 24th February
The Serial Supreme
"The House of Hate"
5th, 6th, 7th and 8th Episodes

Business and Official Notices

(Continued from Page 20)

THE SHANGHAI & HONGKEW WHARF CO., LTD.

The Annual General Meeting of the Shareholders in the Company will be held at the Office of the General Agents on Tuesday, the 11th March, 1919, at 11.30 o'clock a.m. for the purpose of receiving the statement of Accounts and Report of the Directors for the year ended 31st December, 1918.

The Transfer Books of the Company will be closed from 1st to 11th March, both days inclusive.

Jardine, Matheson & Co., Ltd.
General Agents,
Shanghai and Hongkew Wharf Company, Limited.
Shanghai, 17th February, 1919.
21248

SAINT PATRICK'S SOCIETY OF SHANGHAI

The Annual General Meeting of Members will be held in the Palace Hotel at 6 o'clock p.m. on Wednesday, 26th February, 1919.

All Irishmen are cordially invited to be present.

J. J. DUNNE,
Hon. Secretary.
Shanghai, 18th February, 1919.
21257.

S. S. "KINA"

The S.S. "Kina" is now discharging her cargo at The Robert Dollar Company, Pai Lien Chien Wharf. Consignees are requested to send in their Bills of Lading for counter-signature, and take immediate delivery of their goods. All claims against this steamer must be sent in within ten days after completion of the steamer's discharge or they will not be recognized. All risk of fire at the wharf to be borne by the consignees of the goods. Examination of damaged cargo will take place at the Wharf on Monday, February 24th, at 10 a.m.

THE ROBERT DOLLAR CO.,
Agents, U.S. Shipping Board.
21292.

Jewish Communal Association of Shanghai

A Memorial Service for the late Mrs. Laura Kadoorie will be held at the Synagogue "Beth-El" under the auspices of this Association, on Sunday next, the 23rd instant, at 11 a.m.

By Order of the Committee.
21298.

TURKISH BATH
and
MASSAGE ESTABLISHMENT
Specialty for rheumatism and nervousness; fat people reduced. 15 years' experience in U.S.A. Patients attended at their residences by arrangement.
Prof. I. K. SETO,
Tel. N. 2768. 25 North Szechuen Rd.

Municipal Notification
No. 2580

IN accordance with Article XVIII of the Land Regulations, we the undersigned scrutineers duly appointed by the Council, hereby declare that the following nine Ratepayers polled the greatest number of votes at the election held on February 20 and 21, and are therefore declared to have been duly elected as the Council for the Foreign Community of Shanghai, for the year 1919:—

E. C. Pearce	931
W. L. Merriman	704
A. Howard	675
Ed. White	635
T. Ibukiyama	621
A. Brooke-Smith	594
H. A. J. Macray	584
J. H. Dollar	493
C. M. Bain	464

Total number of votes 956 and 21 irregular votes.

Edw. F. MACKAY,
H. G. SIMMS,
Scrutineers.
N. O. LIDDELL,
Secretary.

Council Room,
Shanghai, February 21, 1919.

Municipal Notification
No. 2579

REGISTRATION OF GERMAN AND AUSTRO-HUNGARIAN SUBJECTS

(Amendment of Permit Conditions)

NOTICE is hereby given that an additional Condition has been added to the permits issued to German and Austro-Hungarian subjects, in pursuance of the provisions of Municipal Notification No. 2466, as follows:—

4.—Commencing on Monday, February 24, 1919, the holder (if a female) is required to present herself in person between the hours of 9 a.m. and 3 p.m. three times each week (i.e., on Mondays, Wednesdays and Fridays) at the Police Station of her district in order to have her permit checked by the Police.

On and after Monday, February 24, all German and Austro-Hungarian female subjects of 16 years of age and upwards are, therefore, required to report to the Police thrice weekly, and this Condition and the other Conditions of the Permit must be strictly observed.

By order,
N. O. LIDDELL,
Acting Secretary.

Council Room,
Shanghai, February 20, 1919.
21288.

BRISTLES

SKINS
Born 1915 — Still existing

MASON & CO.
CONFECTIONERS
No. 90 BUBBLING WELL ROAD. OPPOSITE RACE COURSE
Fancy Cakes and Candies of French Style in All Descriptions
Telephone Central 3829

RAILWAY HOTEL, SOOCHOW
A first-class Tourist and Residential Hotel in Soochow
The proprietor assures everyone that no effort will to be spared to ensure the comfort and satisfa tion of visitors. Airy, large comfortable rooms, fitted with electri lights, fans and stoves, with bathroom and veranda attached.

TOMORROW AT THE APOLLO
CHARLES CHAPLIN
IN
"SHOULDER ARMS"

GENERAL SHIPPING NEWS

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agents
Feb.	—	Vancouver	Stanley Dollar	Br.	R. D. & Co.
Feb.	—	Vancouver	Harold Dollar	Br.	R. D. & Co.
Mar.	1	San Francisco	Colombia	Am.	C.M.S.S. Co.
Mar.	2	New York via Panama	Bloemfontein	Br.	J. M. & Co.
Mar.	2	Tacoma, etc.	Africa Maru	Jap.	O. S. K.
Mar.	8	San Francisco	Shinyo Maru	Jap.	T. K. K.
Mar.	15	Vancouver	E. of Japan	Br.	C.P.O.S.
Mar.	29	Vancouver	E. of Asia	Br.	C.P.O.S.
Mar.	30	San Francisco	Nanking	Am.	C.M.S.S. Co.
Apr.	1	Seattle, etc.	Fushimi Maru	Jap.	N. Y. K.
Apr.	8	Tacoma, etc.	Arabia Maru	Jap.	O. S. K.
Apr.	9	Vancouver	Monteagle	Br.	C.P.O.S.
Apr.	26	Vancouver	Empress of Russia	Br.	C.P.O.S.
Apr.	27	San Francisco	China	Am.	C.M.S.S. Co.
Apr.	—	San Francisco	Venezuela	Am.	P.M.S.S. Co.
May	9	Seattle, etc.	Suwa Maru	Jap.	N. Y. K.
May	6	San Francisco	Tenyo Maru	Jap.	T. K. K.
May	24	San Francisco	Shinyo Maru	Jap.	T. K. K.

FOR JAPAN PORTS

Feb.	25	— N'saki, Kobe & Y'hama	Kasuga Maru	Jap.	N. Y. K.
Feb.	26	— Kobe	Iyo Maru	Jap.	N. Y. K.
Feb.	26	— Moji, Kobe & Osaka	Kokura Maru	Jap.	N. Y. K.
Mar.	1	— Moji, Kobe & Osaka	Yawata Maru	Jap.	N. Y. K.
Mar.	5	— N'saki, Kobe & Y'hama	Yamashiro Maru	Jap.	N. Y. K.
Mar.	5	— Moji, Kobe & Osaka	Omi Maru	Jap.	N. Y. K.
Mar.	7	— N'saki, Kobe & Y'hama	Chikugo Maru	Jap.	N. Y. K.

FOR EUROPE INDIA, STRAITS, ETC.

———		— Marseilles	Goyo Maru	Jap.	N. Y. K.
Feb.	26	— Liverpool	Hector	Br.	B. & S.
Feb.	—	— Marseilles	Luzon Maru	Jap.	O. S. K.
Mar.	—	— Bombay	Dilwara	Br.	P.&O.S.N. Co.
Mar.	2	— London, etc.	Celebes Maru	Jap.	O. S. K.
Mar.	3	— London, etc.	Novara	Br.	P. & O.S.N. Co.
Mar.	3	— London, etc.	Kitano Maru	Jap.	N. Y. K.
Mar.	3	— London, etc.	Gleniffer	Br.	Glen Line
Mar.	3	— London	Hyson	Br.	B. & S.
Mar.	17	— Liverpool, etc.	Inaba Maru	Jap.	N. Y. K.
Mar.	17	— London	Pyrrhus	Br.	B. & S.
Mar.	—	— London, etc.	Alps Maru	Jap.	O. S. K.
Mar.	—	— Marseilles	Andre Lebon	Fr.	M.M.
Apr.	6	— London, etc.	Nellore	Br.	P.&O.S.N. Co.
Apr.	—	— London, etc.	Andes Maru	Jap.	O. S. K.

FOR SOUTHERN PORTS

Feb.	23	D.L. Swatow & Hongkong	Chenan	Br.	B. & S.
Feb.	24	4.00 Ningpo	Hsin Peking	Br.	B. & S.
Feb.	24	4.30 Ningpo	Hsin Ningshao	Chi.	N.S.S. Co.
Feb.	25	4.30 Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Feb.	25	D.L. S'taow, H'kong & C'ton	Taisang	Br.	J. M. & Co.
Feb.	27	D.L. Amoy, H'kong & C'ton	Sunning	Chi.	B. & S.
Mar.	2	D.L. Swatow & Hongkong	Yingchow	Br.	B. & S.
Mar.	2	— Hongkong	Fushimi Maru	Jap.	N. Y. K.
Mar.	4	D.L. Hongkong & Canton	Sinkiang	Br.	B. & S.
Mar.	5	— Hongkong	Mexico Maru	Jap.	O. S. K.
Mar.	11	— Hongkong & Manila	Nanking	Am.	C.M.S.S. Co.

FOR NORTHERN PORTS

Feb.	23	— Tientsin	Hsinchi	Chi.	C.M.S.N. Co.
Feb.	23	D.L. W'wei, Chefoo & T'tsin	Shengking	Br.	B. & S.
Feb.	24	— Ts'ngtao & Dairen	Keelung M.	Jap.	O. S. K.
Feb.	25	6.00*Dairen	Sakaki Maru	Jap.	S.M.R.
Feb.	25	— Tsingtao	Yekishin Maru	Jap.	S. M. R.
Feb.	26	— Ts'ngtao	Tencho Maru	Jap.	S. M. R.
Feb.	28	3.00 Vladivostock	Penza	Rus.	R.V.F.
Feb.	28	9.00*Tsingtao & Dairen	Kobe Maru	Jap.	S.M.R.

FOR RIVER PORTS

Feb.	23	M.N. Hankow, etc.	Kweilee	Chi.	C.M.S.N. Co.
Feb.	24	M.N. Hankow, etc.	Hwahlee	Chi.	J. M. & Co.
Feb.	24	M.N. Hankow, etc.	Tatung	Br.	B. & S.
Feb.	24	M.N. Hankow, etc.	Tafoo Maru	Jap.	N. K. K.
Feb.	24	M.N. Hankow, etc.	Kianghsin	Chi.	C.M.S.N. Co.
Feb.	25	M.N. Hankow, etc.	Nanyang Maru	Jap.	N.K.K.
Feb.	25	M.N. Hankow, etc.	Luenyi	Br.	B. & S.
Feb.	25	M.N. Hankow, etc.	Loongwo	Br.	J. M. & Co.
Feb.	26	M.N. Hankow, etc.	Woosung	Br.	B. & S.
Feb.	27	M.N. Hankow, etc.	Luenho	Br.	J. M. & Co.
Feb.	27	M.N. Hankow, etc.	Talee Maru	Jap.	N.K.K.
Feb.	28	M.N. Hankow, etc.	Sulwo	Br.	J. M. & Co.
Feb.	28	M.N. Hankow, etc.	Poyang	Br.	B. & S.
Mar.	1	M.N. Hankow, etc.	Chunking	Br.	B. & S.
Mar.	4	M.N. Hankow, etc.	Ngankin	Br.	B. & S.

*A.M. N.M.—MIDNIGHT. D.L.—DAYLIGHT.

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. **Kwei Lee**, Captain J. Banett, will leave on **Sunday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The Str. **Kianghsin**, Captain J. R. Milligan, will leave on **Monday** night. For Freight or Passage apply to **C.M.S.N. Co.**

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Tatung**, Captain C. C. Williams, will leave from the French Bund on **Monday, February 24**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Chartered Steamer **Hwah Lee**, tons 1,151, will leave on **Monday, February 24**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Co.'s Str. **Tafoo Maru**, Captain S. Hosokawa, will be despatched from N.K.K. Pootung Wharf on **Monday, February 24**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The Co.'s Str. **Nanyang Maru**, Captain K. Takesita, will be despatched from N.Y.K. Mail Wharf on **Tuesday, February 25**, at about 12 o'clock midnight. For Freight and Passage apply to **THE NISSHIN KISEN KAISHA.** No. 5 The Bund.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Luenyi**, Captain Frazier, will leave from the French Bund on **Tuesday, February 25**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77. Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Loongwo**, tons 3,925 Capt. Findeison, will leave on **Tuesday, February 25**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Woosung**, Captain Newcomb, will leave from the French Bund on **Wendesday, February 26**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Luenho**, tons 2,868, Captain Jackson, will leave on **Thursday, February 27**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The Indo-China Steam Navigation Co.'s Str. **Sulwo**, tons 2,671, Captain Smith, will leave on **Friday, February 28**, at about 12 o'clock midnight. For Freight or Passage, apply to **JARDINE, MATHESON & Co., Ltd.**, General Managers. Passengers Tel. No. 240. Freight Tel. No. 250.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Poyang**, Captain Carnaghan, will leave from the French Bund on **Friday, February 28**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

HANKOW & PORTS.—The China Navigation Co.'s Steamer **Ngankin**, Captain H. A. Wavell, will leave from the French Bund on **Tuesday, March 4**, at about 12 o'clock midnight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

For Southern Ports

SWATOW & HONGKONG.—The China Navigation Co.'s Steamer **Chenan**, Captain H. E. Laver, will leave from the French Bund on **Sunday, February 23**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Aegnts French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

NINGPO.—The China Navigation Co.'s Steamer **Hsin Peking**, Captain A. Stott R. N. R. will leave from the French Bund on **Monday, February 24**, at 4:30 p.m. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

AMOY, HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sunning**, Captain W. L. Jones, will leave from the French Bund direct for the above ports on **Thursday, February 27**, at daylight. For Freight or Passage apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

SWATOW & CANTON.—The China Navigation Co.'s Steamer **Yingchow**, Captain E. B. Simons, will leave from the French Bund on **Sunday, March 2**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. French Bund. Freight Tel. No. 77, Passage, Tel. No. 401.

HONGKONG & CANTON.—The China Navigation Co.'s Steamer **Sinkiang**, Captain G. W. Eedy, will leave from the French Bund direct for the above ports on **Tuesday, March 4**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. Freight Tel. No. 77, Passage Tel. No. 401.

TAKAO (FORMOSA) via FOOCHOW & KEELUNG.—The Steamer **Keelung Maru**, Captain Y. Fukami, will be despatched from the Co.'s Yangtszepoo Wharf on **Thursday, March 6**, at ——— The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha** at ——— on the same day. For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

For Northern Ports

TIENTSIN DIRECT.—The Str. **Hsinchi**, Captain E. Hansen, will leave on **Sunday** morning. For Freight or Passage apply to **C.M.S.N. Co.**

WEIHAIWEI, CHEFOO & TIENTSIN.—The China Navigation Co.'s Steamer **Shengking**, Captain K. E. Tuebben, will leave from the French Bund on **Sunday, February 23**, at daylight. For Freight or Passage, apply to **BUTTERFIELD & SWIRE**, Agents. French Bund. Freight Tel. No. 77, Passage Tel. No. 401.

DAIREN via TSINGTAO.—The Steamer **Keelung Maru**, Captain Y. Tekami, will be despatched from the Co.'s Yangtszepoo Wharf on **Monday, February 24.** The steam-launch conveying passengers on board will leave the jetty in front of the **Nisshin Kisen Kaisha.** For Freight and Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. Central 4234 an 4235.

For Foreign Ports

MARSEILLES.—The Str. **Luzon Maru**, Captain D. Iamigumi, will be despatched from the Co.'s No. 9 Buoy Wharf on end of **Feb.** at ——— For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. 4234 & 4235.

TAKOMA and SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Africa Maru**, Captain H. Yamamoto, will be despatched on **Sunday, March 2.** Through Bills of Lading are granted to ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment, to U.S.A. The steam-launch conveying passengers on board will leave the Custom's jetty at ——— on the same day. For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA, No. 4, The Bund. Tel. No. 4234 & 4235.**

LONDON via MARSEILLES.—The Steamer **Celebes Maru**, Captain T. Nemoto, will be despatched from the Co.'s No. 9 Buoy Wharf on Sunday, **March 2.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. No. Central 4234 & 4235.

LONDON.—The Str. **Andes Maru**, Captain S. Saito, will be despatched from the Co.'s No. 9 Buoy Wharf on **April.** For Freight please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund Tel. No. Central 4234 and 4235.

TAKOMA & SEATTLE, CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Arabia Maru**, Captain I. Hamada, will be despatched on **Tuesday, April 8.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee & St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's Jetty at ——— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 & 4235.

TAKOMA & SEATTLE CALLING at VICTORIA B. C. via NAGASAKI, KOBE, YOKKAICHI, SHIMIDZU, & YOKOHAMA.—The Osaka Shosen Kaisha's Steamer **Manila Maru**, Captain N. Kobayashi, will be despatched on **Tuesday, April 15.** Through Bills of Lading are granted for American ports and overland points connecting with the Chicago, Milwaukee and St. Paul Railway Co., at Seattle and Tacoma. Consular Invoices must accompany overland shipment. The steam-launch conveying passengers on board will leave the Custom's Jetty at ——— For Freight or Passage, please apply to **THE OSAKA SHOSEN KAISHA**, No. 4, The Bund. Tel. Central No. 4234 and 4235.

C. N. C.

CHINA NAVIGATION CO., LTD.

YANGTSZE RIVER & CHINA COAST PORTS.
FAST SCHEDULE SERVICES.

For CHINKIANG, NANKING, WUHU, KIUKIANG and HANKOW.—S.S. **Woosung, Luenyi, Ngankin, Poyang, Tatung, Wuchang and Chungking.**—Sailing from the French Bund at midnight (except **Chungking** which sails from Pootung at midnight). These steamers connect at Hankow with the Company's regular sailings on the Middle Yangtsze and Hunan Lines.

The steamers **Wuchang and Chungking** are specially fitted to handle heavy lifts, etc., but have no accommodation for Foreign passengers.

Regular sailings every Tuesday, Wednesday, Friday and Saturday and every third Monday and Thursday.

For WEIHAIWEI, CHEFOO and TIENTSIN (and Peking via TIENTSIN).—S.S. **Tungchow, Fengtien, Shuntien and Shengking.**—Sailing from the French Bund.

Regular sailings every Tuesday and Saturday and every alternate Thursday.

For AMOY, SWATOW, HONGKONG and CANTON.—S.S. **Sulyang, Sunning, Sinkiang, Yingchow, Singan and Kaifong.**—Sailing from the French Bund. Weekly service every Thursday to Amoy and every Sunday to Swatow. Connections at Hongkong with service to Philippines and Australian ports will be advised upon application.

Regular sailings every Tuesday, Thursday and Sunday mornings.

For NINGPO.—S.S. **Hsin Peking.**—Sailing from the French Bund.

Regular sailings every Monday, Wednesday and Friday at 4.30 p.m.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons, and are otherwise completely equipped for the comfort and convenience of passengers.

For further particulars regarding Sailings, Passage Rates, etc., see "THE TAIKOO SHIPPING GAZETTE" obtainable from the undersigned, or from The International Sleeping Car and Express Trains Co. (Astor House), or from Messrs. Thomas Cook and Son, Russo-Asiatic Bank Buildings, 15 The Bund.

BUTTERFIELD & SWIRE

Freight: Telephone Central 77, Passage: Telephone Central 401. Agents, 21-23 French Bund.

PACIFIC MAIL S.S. CO.

"SUNSHINE BELT"
Trans-Pacific Service
BY the New, 14,000 Ton, Oil Burning Steamers
"ECUADOR" VENEZUELA" "COLOMBIA"
AMERICAN REGISTRY
SAILINGS FROM SHANGHAI (Subject to Change)

For San Francisco via Kobe, Yokohama and Honolulu		For Hongkong via Manila	
S.S. Colombia	Mar. 1	S.S. Venezuela	Mar. —
S.S. Venezuela	April —	Ecuador	April 5

Steamers equipped with most modern improvements for the safety and comfort of passengers. One and two bed staterooms only. No Upper Berths. Tickets interchangeable with Canadian Pacific Ocean Services, Ltd. and Toyo Kisen Kaisha.

East India Service
By the Modern, Oil Burning Steamers
"COLUSA" .....16,000 tons "SANTA CRUZ" ..15,000 tons
AMERICAN REGISTRY
SAILINGS FROM MANILA (Subject to Change)

For Colombo via Singapore and Calcutta		For San Francisco via Cobu and Honolulu	
S.S. Colusa	Mar. 12	S.S. Santa Cruz	Feb. 21
S.S. Santa Cruz	May —	S.S. Colusa	May 1

Safety and comfort of passengers our first consideration. For information of freight or passage apply to
PACIFC MAIL STEAMSHIP COMPANY
1-B Nanking Road, Palace Hotel Building.
Telephone Central 5056 Cable Addres "Solano"

O. S. K.

OSAKA SHOSEN KAISHA
(Osaka Mercantile Steamship Co.)
Under Mail Contract with the Imperial Japanese Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

	arr.	leave	
FOR LONDON (Via Hongkong, Singapore and Port Said)			
CELEBES MARU (12,000 tons) Capt. T. Nemoto,	Mar. 1	Mar. 2	
This steamer will call at Marseilles			
*ALPS MARU ....(15,000 tons) Capt. T. Yamaguchi,		March	
ANDES MARU ..(15,000 tons) Capt. K. Saito,		April	
FOR MARSEILLES (Via Hongkong and Singapore).			
FOR NORTH AMERICA (Tacoma, Seattle and Vancouver) via Nagasaki, Kobe, and Yokohama.			
In connection with the Chicago, Milwaukee and St. Paul Ry.	arr.	leave.	
AFRICA MARU ...(18,000 tons) Capt. H. Yamamoto,	Mar. 1	Mar. 2	
ARABIA MARU (18,000 tons) Capt. S. Hamada,	Apr. 7	Apr. 8	
MANILA MARU. (20,000 tons) Capt. N. Kobagashi,	Apr. 14	Apr. 15	
FOR HONGKONG			
MEXICO MARU ..(12,000 tons) Capt. K. Komiga,	Mar. 4	Mar. 5	
FOR NORTH CHINA PORTS (Tsingtao and Dairen).			
KEELUNG MARU (3,500 tons) Capt. K. Komiya,	Feb. 22	Feb. 24	
FOR SOUTH CHINA PORTS and FORMOSA (Foochow, Keelung and Takao).			
KEELUNG MARU (3,500 tons) Capt. J. Fukami,	Mar. 4	Mar. 6	

*Fully booked for passage.

The Company also runs numerous steamers from Japan to Europe, South America, South Africa, Australia, India, Java, China, Korea, Vladivostok and also between the principal ports in Japan. Through freight booked from Shanghai.

H. SHIMAMURA, Manager. OSAKA SHOSEN KAISHA, Union Building, 4 The Bund
O.S.K. Yangtszepoo Wharf, Wayside. Tel. Nos. Central 4234 and 4235.
Tel. Nos. East 208 and 209. Tel. Address: SHOSEN, SHANGHAI

CANADIAN PACIFIC OCEAN SERVICES LIMITED

PACIFIC

QUICKEST TIME ACROSS THE PACIFIC

EMPRESS OF RUSSIA
Shanghai to Vancouver—MARCH 15th
Subsequent Sailings from Shanghai

For Vancouver via Nagasaki, Kobe and Yokohama		For Hongkong via Manila	
Empress of Japan	Mar. 15	Empress of Asia	Mar. 15
Empress of Asia.....	Mar. 29	Empress of Russia	Apr. 12
Monteagle†	Apr. 9	Empress of Japan	Apr. 29
Empress of Russia ...	Apr. 26	Empress of Asia	May 10
Empress of Japan	May 10	Monteagle	May 31
Empress of Asia	May 24	Empress of Russia ...	June 6

†Monteagle calls at Moji

*Monteagle proceeds direct to Hongkong.

DOMINION EXPRESS TRAVELLERS' CHEQUES SOLD
At daily rates of exchange. Can be cashed in any city in America.

For further information regarding passenger fares, sailings, etc., apply to
G. M. JACKSON
General Agent, Passenger Department, 19-A The Bund, Palace Hotel Building. Tel. Central 182.

For through bills of lading quotation of freight rates, etc., apply to
L. E. N. RYAN, Agent,
Corner Peking and Yuen Ming Yuen Roads. Tel. Central 181.

T. K. K.

SHANGHAI BRANCE OFFICE
TOYO KISEN KAISHA.
(ORIENTAL STEAMSHIP COMPANY.)

Imperial Japanese and U. S. M. Line to San Francisco from Shanghai via Nagasaki, Kobe, Yokohama and Honolulu.

SEMI-TROPICAL ROUTE

PROPOSED SAILINGS FROM SHANGHAI

SHINYO MARU	For San Francisco	March 8
TENYO MARU	For San Francisco	May 6
SHINYO MARU	For San Francisco	May 24

FOR HONGKONG DIRECT

All the steamers of this Company are thoroughly modern and up-to-date. Equipped with Wireless Telegraph, Submarine Signals, Laundry, Children's Nursery, Ladies' Lounge, and all other modern improvements for safety and comfort. String Orchestra, Moving Picture Performances, Deck Dances. Service and Cuisine unexcelled.

Lay-Over privileges allowed at all ports of call. Interchangeable with steamers of the Pacific Mail Steamship Company and Canadian Pacific Ocean Services, Ltd.

Railway transportation between Nagasaki, Kobe and Yokohama may be had on application to the Purser.

T. N. ALEXANDER, *Manager.*
North China Insurance Co.'s Buildings
'Phone, Central 3229 (Entrance, 71 Szechuen Road.)

CHINA MAIL S.S. CO., LTD.

THE AMERICAN STEAMERS
"NANKING" (15,000 TONS) AND **"CHINA"** (10,200 TONS)
WILL SAIL FROM SHANGHAI FOR
SAN FRANCISCO
VIA NAGASAKI, YOKOHAMA AND HONOLULU

*S.S. "NANKING"	MARCH	30th
S.S. "CHINA"	APRIL	27th

*S.S. "Nanking" does not call at Nagasaki.

FOR HONGKONG VIA MANILA

S.S. "NANKING"	MARCH	11th
S.S. "CHINA"	APRIL	9th

For further information regarding passenger fares, sailings, freight rates, etc., apply to
F. C. CHARMAN
Agent.
CORNER SZECHUEN & KIUKIANG ROADS
PHONE CENTRAL 4773

JAMES MAGILL & Co.

Cargo delivered at any Address in Shanghai.
Furniture and Curios Packed for Shipment by Expert Packers
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SHIPPING

N.Y.K.

NIPPON YUSEN KAISHA

(Japan Mail Steamship Co.)

Under Mail Contract with the Imperial Japaness Government
SAILINGS FROM SHANGHAI
(Subject to Alteration)

EUROPEAN LINE

For Hongkong, Singapore, Penang, Colombo, Suez, Portsald, and England:

	Tons		
KITANO MARU	16,000	Capt. K. Yoshikawa,	March 3
SADO MARU	12,500	Capt. T. Hori,	March 17
INABA MARU	12,500	Capt. H. Tanaka,	March 17

AMERICAN LINE

Via Pacific, calling at Hongkong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B. C., and Seattle, Washington.

FUSHIMA MARU	21,000	Capt. T. Irisawa,	April 1
SUWA MARU	21,000	Capt. J. Teranaka,	May 9

SHANGHAI-YOKOHAMA LINE (Via Nagasaki, Moji and Kobe.)

KASUGA MARU	7,000	Capt. K. Iteuno,	Feb. 25
YAMASHIRO MARU ...	7,000	Capt. Y. Nakajima,	March 5
CHIKUGO MARU	5,000	Capt. M. Taniguchi,	March 7

MOJI, KOBE AND OSAKA LINE

KOKURA MARU	4,500	Capt. S. Ito,	Feb. 26
YAWATA MARU	7,000	Capt. T. Kawai,	March 1
OMI MARU	7,000	Capt. R. Ozaki,	March 5
KUMANO MARU	9,500	Capt. S. Saito,	March 8

KOBE TO SEATTLE

KASHIMA MARU	19,000	Capt. M. Machida,	March 15

FOR JAPAN

IYO MARU	15,500	Capt. K. Asakawa,	Feb. 26

FOR HONGKONG

FUSHIMI MARU	21,000	Capt. J. Irisawa,	March 2

FOR MANILA AND HONGKONG

SUWA MARU	21,000	Capt. R. Shimidau,	April 19

AUSTRALIAN LINE

Regular Four-Weekly Service between Japan ports and Australia (calling at Hongkong and Manila).

TANGO MARU	14,000	Capt. S. Niohimura,	Mar. 26
NIKKO MARU	10,000	Capt. G. Shinomiya,	April 23
AKI MARU	12,500	Capt. F. E. Cope,	May 21

CALCUTTA LINE

Regular Fortnightly Service between Yokohama and Calcutta (calling at Shanghai on homeward voyage).

BOMBAY LINE

Regular Fortnightly Service between Kobe and Bombay (calling at Shanghai on homeward voyage).

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

For freight, passage and further information apply to
T. IBUKIYAMA, Manager, Nippon Yusen Kaisha.
Tel. Address: Yusen, Shanghai.

CHINESE GOVERNMENT RAILWAYS
TIENTSIN-PUKOW LINE
TIME TABLE

(Published by order of the Administration)
November 20th, 1918, and until further notice

Express 5.	Luxe 1. B. S.	Miles	Peking-Mukden Line	Luxe 2. B. S.	Mail 4. B.	Mail 102. B. s.
1645	300	0	dep. Peking arr.	2230	1980	1020
1925	635	. .	arr. Tientsin-Central dep.	1935	1700	720
1931	640	84	dep. Tientsin-Central arr.	1930	1658	710
1940	620	. .	arr. Tientsin-East dep.	1920	1645	700
..	2340	524	arr. Mukden dep	2201	. .	1040

Local 5.	Mail 3. B. s.			Tientsin-Pukow Line			Mail 4. B. s.	Local 6.
715	2115	—	0	dep. Tientsin-East arr.	—	634	1612	
725	2125	—	2.71	arr. Tientsin-Central dep.	—	615	1602	
745	2145	—		dep. Tientsin-Central arr.	—	600	1547	
1133	121	—	78	dep. Tsangchow dep.	—	139	1221	
1437	429	—	143	dep. Yechow dep.	—	2137	928	
1801	758	—	—	arr. Tsinanfu dep.	—	1746	640	
7.	:	—	220	:	—	:	8.	
800	815	—	—	dep. Tsinanfu arr.	—	1726	1812	
1039	1051	—	266	dep. Taianfu dep.	—	1453	1542	
1300	1318	—		arr. Yenchowfu dep.	—	1132	1311	
1315	1335	—	318	dep. Yenchowfu arr.	—	1142	1256	
1559	1637	—	377	dep. Liasheng dep.	—	846	1032	
1816	1835	—	—	arr. Tsaochowfu dep.	—	620	810	
9.	:	—	420	:	—	:	10.	
650	1851	—	—	dep. Hsuchowfu arr.	—	545	2007	
1158	2325	—	523	arr. Pengpu dep.	—	050	1442	
1208	2345	—		dep. Pengpu arr.	—	040	1432	
1657	413	—	600	dep. Chuchow dep.	—	2013	928	
1848	600	—	631	arr. Pukow dep.	—	1830	728	

Fast 6.				Shanghai-Nanking Line			Fast 5.
720		. .	0	dep. Nanking-Ferry arr.	. .		1628
1420		. .	193	arr. Shanghai-North dep.	. .		910

Yenchowfu-Tsiningchow Branch Line					Liacheng-Tsaochuang Branch Line					
930	1350	2130	d. Yenchowfu a.	630	1230	2000	530	1110	1800	d. Liacheng a.	810	1410	2100
1032	1455	2232	a. Tsiningchow d.	528	1128	1858	638	1219	1908	a. Tsaochuang d.	702	1302	1958

The station for the foreign concessions in Tientsin is "TIENTSIN-EAST"

Conventional Signs.

300 | — train runs on Thursday only. 230 ¦ — train runs on Fridays only.

| 300 — on trains marked thus passengers must hold additional place tickets.

B — train has buffet car with regular meal service

S — train has sleep. accomm. 1st & 2nd class. s — train has only 1st class sleep. accomm.

Application for sleeping accommodation at $5.00 per berth should, at the earliest possible moment, be made to the Traffic Manager at Tientsin, or to the Traffic-Inspectors at Tientsin, Tsinanfu, Hsuchowfu or Pukow.

By Order.
THE TRAFFIC MANAGER.
Tientsin, November, 1918.

Large Display Advertisements intended for the Sunday issue of The China Press should be sent in before **5 p.m. on Friday**

THE CHINA PRESS MAIL SCHEDULE

SUNDAY, FEBRUARY 23, 1919

Date and Destination	Per	Chi.	Br.	USA	Rus.	Jap.	Reg.
Today.							
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Tomorrow.							
Japan & America	Kasuga Maru	19.30	..	..	..	..	19.00
Japan & America, via N'saki	Kasuga Maru	..	..	..	..	B20.00	19.30
Japan Ports	do	..	17.00	..	..	..	..
Swatow, Hongkong & Canton.	Taisang	21.00	..	..	..	..	21.00
Swatow and Hongkong	Taisang	..	17.00	..	..	..	..
River Ports	Train & Str.	21.00	..	..	..	..	21.00
N'saki, Kobe, Y'hama, Canada, H'lulu, U.S.A. and Europe	H. Dollar	..	..	A13.00	..	..	12.00
Dalny	Sakaki Maru	19.00	..	..	..	..	18.30
Weihaiwei and Chefoo	Train	8.00	..	..	..	..	7.30
Japan, Canada, U.S.A. & E'pe,	H. Dollar	13,00	..	..	..	..	12.30
Ningpo	Hsin Peking	..	15.00	..	..	..	..
Tientsin	Train	..	17.00	..	..	..	..
Hankow	do	..	17.00	..	..	..	..
V'stock and Siberia via Pukow and Harbin (Daily expect Sunday)	Train	..	..	..	17.00	..	17.00
Tuesday, February 25.							
Japan Ports	Kokura Maru	..	17.00	..	..	..	..
Japan & America	Kokura Maru	19.30	..	..	..	..	19.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Wednesday, February 26.							
Amoy, Hongkong & Canton..	Sunning	21.00	..	..	..	..	21.00
Amoy and Hongkong	Sunning	..	17.00	..	..	..	..
Friday, February 28.							
Nagasaki and Vladivostock..	Penza	..	14.00	..	..	..	13.30
Japan Ports	Penza	14.00	..	..	..	..	13.30
Japan, Canada, USA & Europe via U.S.A.	Colombia	..	17.00	..	..	..	17.00
Saturday, March 1.							
Swatow and Hongkong	Yingchow	..	17.00	..	..	..	..

A Money orders and parcel post until 12 noon.
B Letters and boxes with declared value 7:30 p.m. Parcel post 4 p.m. and money orders 3 p.m.
C Letters and boxes with declared value 1 p.m. Parcel post and money orders 12:30 p.m.
E Registered articles 5 p.m. on previous day.

Ordinary mails for Tientsin, Peking, Hankow, etc. will close daily at 8 a.m.; express mails at 8:30 a.m.; registered mails at 8 p.m.

VESSELS IN HARBOR AND AT WOOSUNG

Date	From	Ship's Name	Flag	Agents
Sept. 16	— Japan	Matsu Maru	Jap.	M.B.K.
Oct. 1	— Japan	Meiho Maru	Jap.	
Ovt. 22	—	Stasia	Am.	
Oct. 26	—	Shanghai	Chi.	M. & Co.
Nov. 2	— Singapore	Tosan Maru	Jap.	
Nov. 26	—	Meichuen	Am.	Socony.
Dec. 7	—	Kanju Maru	Jap.	M.B. Co.
Dec. 9	— Cruise	Likin	Chi.	Customs
Dec. 17	—	Shibechi Maru	Jap.	
Dec. 28	— Vladivostock	Michail	Rus.	R.V.F.
Dec. 31	— Japan	Taishun	Chi.	C.M.S.N. Co.
Jan. 13	—	S. von Koetei	Dut.	A.P. Co.
Jan. 14	—	Eleperanca	Am.	
Jan. 16	—	Tanho Maru	Jap.	S. Shokai
Jan. 16	—	Meihu	Am.	S. Oil Co.
Jan. 22	— Chinwangtao	Irene	Chi.	C.M.S.N. Co.
Jan. 23	— Foochow	Hsinchi	Chi.	C.M.S.N. Co.
Jan. 23	— Dalny	Toyo Maru	Jap.	M.B.K.
Jan. 25	— Jaapn	Misaki Maru	Jap.	M.B. Co.
Jan. 26	— Chinwangtao	Upolu	Br.	K.M.A.
Jan. 26	—	Bolestrand	Am.	
Jan. 28	— Japan	Santo Maru	Jap.	N.Y.K.
Jan. 28	—	C. of St. Helens	Am.	
Jan. 29	— Cruise	Liuhsing	Chi.	Customs
Jan. 30	—	Taitsu Maru	Jap.	M.B.K.
Jan. 31	— Cruise	Pacific	Dan.	G.N.T. Co.
Jan. 31	— Hongkong	Kwantah	Chi.	C.M.S.N. Co.
Jan. 31	— Wenchow	Tungwah	Chi.	C.M.S.N. Co.
Feb. 5	— Cruise	Chuentiao	Chi.	Customs
Feb. 8	—	Yenoura Maru	Jap.	
Feb. 12	— Japan	Yokko Maru	Jap.	N.Y.K.
Feb. 14	—	Taisho Maru	Jap.	M.B.K.
Feb. 15	— Japan	Nore	Br.	P.&O.S.N. Co.
Feb. 15	— Bellingham, Wash.	J. Steedman	Br.	M.B.K.
Feb. 15	— Chinwangtao	Hydra II.	Nor.	K.M.A.
Feb. 16	— Hongkong	Novara	Br.	P.&O.S.N. Co.
Feb. 16	—	Mikuni Maru	Jap.	S.S.
Feb. 16	—	Anlan	Br.	A. P. Co.
Feb. 16	— Liverpool	Atreus	Br.	B. & S.
Feb. 16	— Liverpool, etc.	Pyrrhus	Br.	B. & S.
Feb. 17	—	Weishun	Chi.	S.P.S.N. Co.
Feb. 19	— Hongkong	Chenan	Br.	B. & S.
Feb. 19	— Wuhu	Chinkiang	Br.	B. & S.
Feb. 19	— Japan	Banyel Maru	Jap.	
Feb. 19	—	Tungus		
Feb. 20	— Japan	Kumano Maru	Jap.	N.Y.K.
Feb. 20	— Japan	Nagata Maru	Jap.	A.P. Co.
Feb. 20	—	Pakwoo	Chi.	
Feb. 20	—	Mingshun	Chi.	S.P.S.N. Co.
Feb. 20	—	Shawhsing	Chi.	
Feb. 20	—	Kienkong	Chi.	W. & Co.
Feb. 20	—	Shengking	Br.	B. & S.
Feb. 21	— Hongkong	Kweilee	Chi.	C.M.S.N. Co.
Feb. 21	— Hankow	S. van Koetei	Dut.	A.P. Co.
Feb. 21	—			

Men-of-War In Port

Section	Date	From	Name	Flag and Rating	Tons	Gun	Man	Commander
WTW	———	———	Snipe	Br. g-b.				
W.T.W.	— —	———	Nightingale	Br. g-b.				
P&OBI	Oct. 18	———	Sel. Caboto	It. g-b.				
———	———	———	Kiangsi	Chi. g-b.				
———	———	———	Litchoan	Chi. g-b.				
———	———	———	Tsoutai	Chi. cr.				
———	———	———	Kansien	Chi. g-b.				
———	———	———	Lienkien	Chi. g-b				
BNB	Nov. 8	———	Kinsha	Br. g-b.				
———	Nov. 15	———	Chienan	Chi. g-b.				
———	Nov. 11	———	Fukong	Chi. g-b.				
K.N.D.	Dec. 21	———	Quiros	Am. g-b.				
9p.	Jan. 17	———	Saga	Jap. g-b.				
———	Feb. 11	———	Wilmington	Am. g-b.				
8p.	— Feb. 21	———	Villalobos	Am. g-b.				
2c.	— Feb. 21	———	Scarab	Br. g-b.				

Arrivals

Arrived	From	Ship's Name	Flag	Agents
Feb. 22	— Ningpo	Kiangteen	Chi.	C.M.S.N. Co.
Feb. 22	— Hankow	Kianghsin	Chi.	C.M.S.N. Co.
Feb. 22	— Hankow	Tatung	Br.	B. & S.
Feb. 22	— Hankow	Tafoo Maru	Jap.	N.K.K.
Feb. 22	— Hankow	Hwahlee	Br.	J. M. & Co.
Feb. 22	— Japan	Kasuga Maru	Jap.	N. Y. K.
Feb. 22	— Japan	Nagasa Maru	Jap.	
Feb. 22	— Japan	Bansei Maru	Jap.	
Feb. 22	— Japan	Shinko Maru	Jap.	

Departures

Date	For	Ship's Name	Flag	Agents
Feb. 22	— Moji, Kobe & Osaka	Kumano Maru	Jap.	N. Y. K.
Feb. 22	— Hongkong & Canton	Kwanglee	Chi.	C.M.S.N. Co.
Feb. 22	3.00 W'wei, Chefoo & T'tsin	Fengtien	Br.	B. & S.
Feb. 22	— Tientsin	Hsinfung	Chi.	C.M.S.N. Co.
Feb. 22	— Tsingtao	Toko Maru	Jap.	S. M. R.
Feb. 22	M.N. Hankow, etc.	Wuchang	Br.	B. & S.
Feb. 22	M.N. Hankow, etc.	Tachang Maru	Jap.	N.K.K.
Feb. 22	M.N. Hankow, etc.	Ningshao	Chi.	N.S.S. Co.
Feb. 22	— Ningpo	Kiangteen	Chi.	C.M.S.N. Co.

Shipping Items

The I.-C. s.s. Loongwo left Hankow for Shanghai on Thursday.

The C.N. s.s. Luenyi left Hankow for Shanghai on Thursday.

The N.Y.K. s.s. Nanyang Maru left Hankow for Shanghai on Thursday.

The C.N. s.s. Sunning left Hongkong for Shanghai on Thursday.

The C.M. s.s. Kiangfoo left Hankow for Shanghai on Friday.

The C.N. s.s. Woosung left Hankow for Shanghai on Friday.

The N.K.K. s.s. Suiyang Maru left Hankow for Shanghai on Friday.

The N.Y.K. s.s. Kokura Maru with mails left Moji for Shanghai on Friday and may be expected to arrive today.

The C.M. s.s. Kiangyu left Hankow for Shanghai yesterday.

The C.N. s.s. Yingchow will leave Hongkong for Shanghai today.

The I.-C. s.s. Luenho will leave Hankow for Shanghai today.

The N.K.K. s.s. Talee Maru will levea Hankow for Shanghai today.

The I.-C. s.s. Suiwo will leave Hankow for Shanghai tomorrow.

The C.N. s.s. Poyang will leave Hankow for Shanghai tomorrow.

The N.K.K. s.s. Fengyang Maru will leave Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangyung will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Chungking will leave Hankow for Shanghai on Tuesday.

The N.K.K. s.s. Tachi Maru will leave Hankow for Shanghai on Tuesday.

The C.N. s.s. Sinkiang will leave Hongkong for Shanghai on Tuesday.

Sailed from Shanghai

For San Francisco

Sequoya	Jan. 2
Ecuador	Feb. 3
Siberia Maru	Feb. 3
China	Feb. 10
Tecumseh	Feb. 12
Tenyo Maru	Feb. 19

For Seattle

Katori Maru	Feb. 1

For Tacoma

Javary	Jan. 16
Justin	Jan. 23
Grayson	Feb 15

For Vancouver

Bessie Dollar	Jan. 13
Empress of Japan	Jan. 18
Melville Dollar	Feb. 7

For London, etc.

Pembrokeshire	Jan. 29
Kalomo	Jan. 31
Benarty	Feb. 3
Borneo Maru	Feb. 3
Glenavy	Feb. 17
Mishima Maru	Feb. 17
Teiresias	Feb. 18

For Liverpool

Tamba Maru	Jan. 20
Sado Maru	Feb. 19
Agamemnon	Feb. 19

For Marseilles:

Sphinx	Jan. 25
Porthos	Feb. 1

For Naples, etc.,

Roma	Feb. 2

For Odessa

Shilka	Jan. 18

For Europe

Tofuku Maru	Jan. 21
Tajima Maru	Feb. 7

For Post Said

Kwazan Maru	Feb. 17

For Bombay

Dunera	Feb. 10

Passengers Arrived

Per C.N. s.s. Tatung from Hankow: Mrs. Sinclair, Messrs. Barham, R. J. Carter.

Per N.Y.K. s.s. Kasuga Maru from Japan: Mr. and Mrs. Kumawaki, Mrs. F. S. Goodall, Messrs. Va Henningsen, W. M. Anderson, I. Olsen, F. S. Danford, A. M. Macdonell, Sato, M. Sakai, Kibata, Kojima, Tani, K. Yokota, I. Sato, K. Koda, A. Rumjahn, P. H. L. Christensen.

Passengers Departed

Per N.Y.K. s.s. Kumano Maru for Japan: Mr. and Mrs. Kawamura, Mrs. T. Kobayashi and child, Mrs. Kujime and child, Messrs. Chin, C. Tanaka, B. F. Brown, J. Kitamura, P. L. Bojesen, Y. Saito, Kakuhara, B. Oda, S. Inoue.

Launch Services

TOMORROW

The tender conveying passengers on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 9 p.m.

Friday, February 28, 1919.

The tender conveying passengers and mails on board the R.V.F. s.s. Penza will leave the Customs Jetty at 3 p.m.

The tender conveynig passengers on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 8 a.m.

Provision Prices In Local Market

Prices quoted are in Mexican dollar cents at Hongkew Market as compiled on February 18, 1919.

Butcher's Meat		
Beef	per lb.	14-20
Mutton	,,	16-20
Pork	,,	25-30
Veal	,,	25-30
Fish		
Bream	per lb.	18-20
Cod	,,	18-20
Mandarin	,,	20-25
Mackerel	,,	18-20
Pomfret	,,	30-40
Salmon	,,	18-20
Samli	,,	none
Soles	,,	20-25
Whitebait	,,	20-25
Game, Poultry And Eggs		
Deer	each	$2.00-$2.50
Duck	,,	50-90
Eggs	per doz.	18-20
Fowl	per lb.	18-20
Turkey	,,	40-45
Geese	each	$1.00-$1.20
Hare	,,	35-40
Partridge	,,	35-40
Pheasant	,,	none
Pigeons	,,	25-30
Plover	,,	none
Quail	,,	18-20
Snipe	,,	14-16
Teal	,,	14-16
Wild Duck	,,	30-35
Wild Geese	,,	40-50
Wild Pigeons	,,	10-12
Woodcock	,,	40-50
Fruit		
Apricots	per lb.	none
Apples	,,	12-25
Bananas	,,	6-7
Cherries	,,	none
Chestnuts	,,	10-12
Figs	per doz.	none
Grapes	per lb.	none
Lemons	each	7-8
Lichees	per lb.	none
Mangoes	each	none
Mongosteens	per doz.	none
Melons	each	none
Oranges	per lb.	10-12
Peaches	,,	none
Pears	,,	10-12
Persimmons	,,	none
Peeboes	,,	none
Plums	,,	none
Pumeloes	each	20-25
Pineapples	,,	none
Strawberries	per lb.	none
Walnuts	,,	12-14
Vegetables		
Artichokes	per lb.	2-3
Asparagus	per doz.	none
Radishes	per bunch	1-2
Spinach	per lb.	3-4
Tomatoes	,,	8-10
Turnips	per bunch	2-3
French Beans	per lb.	14-16
Broad Beans	,,	8-10
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	10-12
Cabbage	each	3-5
Carrots	per bunch	2-3
Cauliflower	each	20-30
Celery	per bunch	8-10
Egg Plant	per lb.	6-8
Green Corn	each	none
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	,,	6-8
Parsnips	per bunch	3-4
Peas	per lb.	10-12
Potatoes	per picul	$2.40-$2.80
Grain And Flour		
Flour American	per 50 lbs.	——
Flour Australian	,,	$4.00
Flour Shanghai	,,	$2.20
Rice	per 200 lbs.	$7.20
Milk		
Foreign dairies	per bottle	20
Chinese dairies	,,	17
Fodder		
Barley	per 114 lbs.	$2.60
Bran	,,	$2.25
Fuel		
House Coal	per ton Tls.	19.00
Stove Coal	per ton Tls.	23.00
Firewood	per 50 bundles	$1.00
Laundry		
Per 100 articles		$3.00-4.00

E. KILNER,
Chief Inspector.

Business and Official - - - Notices - - -

SHANGHAI ZIONIST ASSOCIATION

NOTICE

A MEETING under the auspices of our Association will be held Tonight, the 23rd instant, at 8.30 p.m., at the Palace Hotel, for the purpose of expressing our sympathy with and condolence to Mr. E. S. Kadoorie and his two sons at the recent sad bereavement sustained by them. Mr. Edward I. Ezra will take the Chair.

Members and friends are cordially invited to attend.

N. E. B. EZRA,
Hon. Secretary.

Shanghai, February 19, 1919.
21305.

Shanghai Race Club

SPRING RACE MEETING, 1919.

Applications for Stabling, Saddle and Tiffin Rooms, also licences for Head Mafoos and Riding Boys for the half-year ending 31st August, 1919, must be forwarded to the undersigned before 6 p.m. on Monday, 3rd March, 1919.

Application forms will be found on the notice-board in the Grand Stand.

The Courses will be open for Training on Saturday, 1st March, 1919.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.
21315.

Concession Francaise de Changhai

AVIS

Elections Municipales du 4 Mars 1919

Candidatures présentées au Consulat Général de France:—

20 Février 1919:

P. Le Bris .....Candidat Francais

20 Février 1919:

J. Beudin .....Candidat Francais
X. Dard .....Candidat Francais
R. Fano .....Candidat Francais
L. Lion .....Candidat Francais
E. Binder .....Candidat Etranger
L. Camera .....Candidat Etranger
W. J. N. Dyer ..Candidat Etranger
J. W. Gallagher .Candidat Etranger

Le Consul de France
Chargé du Consulat Général
de France,
A. WILDEN.
21304.

EDEN HOSPITAL

Dept. of Venerial Diseases
P372 Nanking Road
(Opp. Lloyd Road)
Hours: 10-12; 2-4 except Sunday
Special consideration to men in uniform
DR. JAMES YUKING, Supt.

Australian
Fresh Butter
"DAISY" BRAND
AND
"MEADOW" BRAND
FRESH AND PURE
may be obtained from all leading Storekeepers.

During the Winter months fresh butter may be despatched to Outports in lots of 10 lbs. and upwards.

Tinned Butter
Best Australian
"BULLFINCH" BRAND
"ROSE" BRAND
In 2 lbs. (nom.) tins.
The Australian Produce Co.
GEDDES & CO., LTD.
Agents.
Tel. 346. 5 Peking Road.
17097

DEATH

JOVINO.—At the Shanghai General Hospital, February 22: Mrs. F. P. Jovino, widow of the late F. P. Jovino, aged 50. Funeral at Pahsienjao Cemetery, Monday, February 24.

AGENTS WANTED to represent a large British Firm of Disinfectant and Sheep Dip Manufacturers. Write S.C.P. Box 133, Smith's Advertising Agency Ltd., 100, Fleet Street, London, E.C. 4, England.

Kgl. Dansk Generalkonsulat

Paa Anmodning af de kinesiske Autoriteter og for at undgaa Misforstaaelser og Ulejlighed opfordres danske Undersaatter, der onske at forlade Traktathavnene, til temporaert at forsyne sig med et saerligt Registreringsbevis, der uden Gebyr kan faas paa Konsulatat. Et Fotografi bedes medbragt.

T. RAASCHOU,
Generalkonsul.
21300.

The Tientsin-Pukow Railway Administration

Notification No. 285.

INVITATION OF TENDERS (138 4)

The public is hereby notified that tenders are invited for the supply of

70,000 pieces First Class Japanese Oak (or other hard wood of similar quality) Railway Sleepers,

5,000 pieces of Bridge Ties and

1,850 pieces of Crossing Timbers.

Tender forms attached with specifications and full particulars may be obtained, free of charge, on application to the Head Office of the Railway, Tientsin-Hopei.

Tenders must be signed, sealed and marked "Tender for the supply of Sleepers" and addressed to the Managing Director, Tientsin-Pukow Railway Administration, Tientsin. The same must reach the above address on or before twelve o'clock of the 5th day of March, 1919, and will be opened at three o'clock in the afternoon of the same day. No tenders will be entertained unless presented within the time given and made on the forms supplied by this Railway. The Administration does not bind itself to accept the lowest or any of the tenders and reserves the right of placing the order in lots.

(sd.) S. C. SHU,
Managing Director,
Tientsin-Pukow Railway Administration.

Tientsin, 15th February, 1919.
21263.

LYCEUM THEATRE

A. D. C.

180th Production

"The Gondoliers"

by

GILBERT AND SULLIVAN

at 8.45 p.m. sharp

Thursday, 27th February, 1919

Saturday, 1st March, 1919

Tuesday, 4th March, 1919

The Booking for the above three performances will open at Messrs. S. Moutrie & Co., Ltd., on Friday, 21st February, for members only, and on Saturday, 22nd February, for the public.

By Order,
WM. ARMSTRONG,
Business Manager.
21236

LEARN TO PLAY THE
SNARE DRUM
BASS DRUM
ORCHESTRA-BELLS
MARIMBOPHONE
Lessons by
MR. A. B. CODY
Phone C. 1915. 47 Boone Road.
21159

"Soldiers Cold and Drenched"

"An excellent thing in itself, of course, the prohibition was applied as so many other things are in Russia in the worst manner imaginable. It would have been far better to allow a moderate supply of spirits to the army than to have left the soldiers cold and drenched in the trenches during the whole of the severe winter, without the possibility of a nip of something to revive their faculties and to inspire them with courage."—From "Russia's Decline and Fall."

Elephant Head Vermouths
(French and Italian)
GARNER, QUELCH & CO.
Sole Agents.

LOMBIO
CURES
PILES
Prickly Heat, Eczema, and all Skin Troubles.
LOMBIO gives immediate relief from the intolerable itching, irritation and pain, stops bleeding, draw. out the heat from the inflamed tissues and effects a permanent cure.
To be obtained from local agen
Shanghai Dispensary
24 Foochow Road, Shanghai
Sole Proprietors:
LOMBIO COMPANY,
15, New St. Bishopsgate, London, E.C.

SHANGHAI RACE CLUB

SIX PER CENT. DEBENTURES (1909).

The Debenture Transfer Register will be closed from 22nd instant to 28th instant, both dates inclusive.

By Order of the Stewards,
A. W. OLSEN,
Secretary, Shanghai Race Club.
21273.

"CLUB CONCORDIA"
German Club

In accordance with instructions received from the Ministry of Finance, Peking, the undersigned invites tenders for the purchase of the PROPERTY AND BUILDINGS OF THE GERMAN CLUB situated at No. 22 The Bund. Tenders either in Shanghai Taels or Dollars must be sent in to the undersigned on or before 7th March, 1919. All tenders received will then be submitted to the Minister of Finance, Peking, who does not bind himself to accept the highest or any tender.

The Club buildings will be available for delivery on conclusion of the conference between the Northern and Southern Peace Delegates at Shanghai.

Further particulars may be obtained on application to
Bureau of Liquidation
of the Deutsch-Asiatische Bank,
Shanghai.

A. G. STEPHEN,
Liquidator,
by his attorney
A. D. BRENT.
21266.

Debentures of Club Concordia

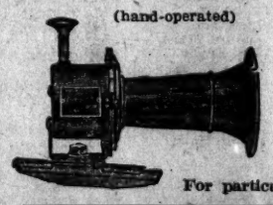
All allied and neutral holders of debentures of the above Club are hereby notified to register with the undersigned before 8th March, 1919, their names and nationality, together with the numbers, amounts and terms of the debentures they hold. These particulars are required by the Ministry of Finance, Peking, for purposes of liquidating the liabilities of the Club.

Bureau of Liquidation
of the Deutsch-Asiatische Bank,
Shanghai.

A. G. STEPHEN,
Liquidator,
by his attorney
A. D. BRENT.
21266.

MILD STEEL FLAT BARS
1/4" x 1" to 3/4" x 3"
In good marketable assortment
Just arrived from the U. S. A.
W. Z. ZEE & SONS, Broadway

Tomorrow is
The Last Day
for corrections and additions to Rosenstock's 1919 Directory and Commercial Gazetteer of China. Publication Office:
4 Canton Road, Shanghai

Stewart WARNING SIGNAL
(hand-operated)

is the superior of any hand-operated horn made, no matter what the price may be. It always makes them PAY ATTENTION!
For particulars, apply to the Sole Agents,
The Shanghai Horse Bazaar & Motor Co., Ltd.

Deutsch-Asiatische Bank
In Liquidation

In accordance with instructions received from the Central Bureau of Liquidation, Peking, SEALED TENDERS are hereby invited for the purchase of the Shanghai property of the DEUTSCH-ASIATISCHE BANK, known as

No 14 The Bund
No 1, 1a, 1c Hankow Road

comprising land and buildings suitable for offices and residences.

Tenders may be made in Shanghai Taels, Sterling, Francs, Gold Dollars or Yen and must be sent in to the undersigned on or before 15th March, 1919, plainly marked "Sealed Tenders." The Bureau does not bind itself to accept the highest or any tender.

All further particulars may be obtained on application to
Bureau of Liquidation
of the Deutsch-Asiatische Bank, Shanghai,
A. G. STEPHEN, Liquidator.
By his Attorney,
A. D. BRENT.
21201

Other Business and Official Notices will be found on Pages 15 and 17

Classified Advertisements are Continued on Page 17

Classified Advertisements

2 cents a Word (Minimum Charge 40 cents)

All Advertisements must be Prepaid

Replies must be called for

APARTMENTS

WINDSOR HOUSE, 14-15 Quinsan Gardens. Comfortable rooms front and back, (with bathrooms and verandah), to let. Good table. Telephone North 432.

CONNAUGHT HOUSE, 8 Quinsan Gardens. Now vacant large and small rooms with board. Terms reasonable. Apply Mrs. G. Pollock.

TO LET, with board, large comfortable newly-furnished room, with modern bathroom attached, suitable for married couple or two bachelor friends. Hot and cold water, telephone, tennis, stabling and garage Apply to Box 460, THE CHINA PRESS.

ROOM to let, with private family, opposite Race Course, board optional. Telephone, etc. Apply to Box 205, THE CHINA PRESS.
21309 F. 26.

TO LET, unfurnished attic flat, also furnished room, bathroom, verandah, no board. Central district. Apply to Box 204, THE CHINA PRESS.
21308 F. 23.

FURNISHED, two large rooms, bathroom, clothes closet, kitchenette, two minutes from the Bund, Taels 90.00, to desirable persons, from April 1st. Suitable for bachelors or young married couple. Apply to Box 210, THE CHINA PRESS.
21316 F. 23.

TO LET: Central (in quiet location), large, cool and well-furnished room with board, for $160 for two. Apply to Box 183, THE CHINA PRESS.
21261 F. 23.

HOUSES TO LET

TO LET, furnished house in Route de Say Zoong, drawing, dining room, large halls, three bedrooms and bathrooms, hot and cold water, sanitary closet, garden, telephone. Apply to Box No. 209, THE CHINA PRESS.
21319 F. 23.

TO LET, excellent eight-roomed residence, with garage and tennis court, on Yates Road, from April 1st. Rent Tls. 140. For further particulars and permission to inspect, apply J. T. Hammond, No. 51, Szechuen Road.
21314.

113 AVENUE ROAD, furnished eight-roomed house, with stable, from March 1st. Apply to 10 Yangtszepoo Road.
21316 M. 1.

475 AVENUE JOFFRE to let, unfurnished, from March 1st. Three bedrooms and bathrooms, drawing, dining, basement, attics, garage, garden, tennis. Raven Trust Company.
21317.

16A JESSFIELD ROAD, furnished, from March 1st, screened, garden, tennis. Raven Trust Company, 'phone 65.
21318.

TO LET, on Jessfield Road, for seven months from first March, furnished house, six rooms and three attics, hot and cold water on all floors, tennis, stable and garage. Moderate rental. Apply to Box 135, THE CHINA PRESS.
21141

TO LET, March 15th or April 1st, new five-roomed house, newly decorated, No. 9 Temple Lane, near end Bubbling Well tram. Rent, furnished, Tls. 65, with $150 fixtures to be taken over. Heavy furniture if desired. Must arrange immediately.
21302 F. 23.

HOUSE TO LET, from 1st March, in Avenue Road, Tls. 55. Lease must be taken over. Apply to Box 184, THE CHINA PRESS.
21262 F. 23.

TO LET, 101 Avenue Road; detached foreign residence, nine rooms, garden, etc. Tls. 150 per month. Apply to China Realty Co., Ltd., 27 Nanking Road.
21043

TO LET, 44 Sinza Road (at Seymour Road). Excellent residence for small family, four large rooms, several small ones. Now vacant. Open for inspection; will renovate. Apply on premises.
21060

OFFICES, ETC., TO LET

OFFICES to let, new building, 4 Canton Road, on ground, first and second floors, from April 1st; divided to suit tenants. Apply premises, or J. T. Hammond, 51 Szechuen Road.
21323.

TO LET offices, single or in suites, first floor, 6 Foochow Road; large rooms, steam heat, hardwood floors. Apply 51 Szechuen Road, ground floor.
21162

LARGE SET of ground floor offices, No. 17 Museum Road. Tls. 130 per month. Apply to 10 Yangtszepoo Road. Telephone East 24.
21279 F. 26.

SITUATION VACANT

WANTED, two first-class office interpreters to assist present staff of a local lawyer. Applicants must be keen and efficient. Apply to Box 203, THE CHINA PRESS.
21306 F. 28.

WANTED, a foreign teacher to teach English in a Chinese School. Apply, stating nationality and salary expected, to Box No. 198, THE CHINA PRESS.
21296 F. 25.

APARTMENTS WANTED

WANTED, bachelor quarters by Englishman. Hongkew district. Apply to Box 202, THE CHINA PRESS.
21303 F. 26.

WANTED, a small unfurnished flat in the vicinity of Quinsan Road or Range Road. Apply to Box 192, THE CHINA PRESS.
21286 F. 23.

$95 an Hour!

"Through increased earnings, I have already been paid $95 an hour for the time I spent on my I.C.S. Course! My splendid position, my income, my home, my family's happiness—I owe it all to my spare time training with the INTERNATIONAL CORRESPONDENCE SCHOOLS."

In the files of the China Agency, I.C.S. are hundreds of letters from I.C.S. students telling of promotion and increases in salary as rewards of spare time study.

What are you doing with your leisure hours? Can you afford to let them slip by unimproved when you can easily make them mean so much? One hour a day spent with the I.C.S. will prepare you for the position you want in the work you like best. Yes, it will! Make us prove it. Mark and mail the coupon NOW!

In the list below make a mark (X) before the training you want.

—Salesmanship	—ENGINEERING
—Advertising	—Civil "
—Cotton Goods Mfr.	—Mining "
—Woollen Goods Mfr.	—Electrical "
—Agriculture	—Chemical "
—Architecture	—Mechanical "
—Navigation	—Telegraph "
—Drafting	—Marine "
—Surveying	—Steam "
—Accounting	—Gas Engines "
—Stenography	—Automobile "
—Good English	—Concrete "

Learn to speak correctly—English, French, Spanish—as an — by I. C. S. Special Phonograph method.

THE INTERNATIONAL CORRESPONDENCE SCHOOLS offer 282 Courses of Thorough Practical Salary-Raising Training

Ask us to send you our new illustrated catalog No. 15. Or, tear out this notice and write your name and address on the margin. Also let us know the training that interests you. You will promptly receive catalog and full information.

Office No. 15
China Agency I.C.S.
11c NANKING ROAD, SHANGHAI.

Write address HERE

To Europe by Airship

Plans Now Completed for the Building of a Giant 1,000 Foot Across-the-Ocean Aerial Liner---Cabins, Roof Gardens, Dancing Saloon, Restaurant---to Make the Trip in Two Days

THE great war, tragic and wasteful as it was, did more for the development of the aeroplane and the dirigible balloon than could have probably fifty years of peace.

Men are now seeking to make the discoveries and skill developed during war useful to peace and commerce. Therefore, it will probably be but a few weeks or months before transoceanic flights through the air begin.

A trip to Europe from America in less than forty-eight hours; voyages over the now almost inaccessible portions of the earth, freight and passenger traffic as the crow flies between the cities of western Europe and those of our own country and of distant India, China and Australia are only a few of what are now more than probabilities.

Whether the heavier-than-air machine or aeroplane, or the lighter-than-air machine—a combination on the lines of the German Zeppelin—will be the future vehicle of the air is a much-argued point.

On this page are told the claims of the dirigibles for supremacy as aerial liners. Next week in this magazine will be detailed the claims of the heavier-than-air adherents with their designs for an aeroplane with a thousand-foot of wing spread.

It has just been reported from Paris that large merchantmen of the Zeppelin rigid dirigible construction have been built for service between New York and Hamburg. These reports have been confirmed at the Aero Club of America, New York. The following statement was made on the subject by the club's president, Alan R. Hawley:

"We have been reliably informed that large super-Zeppelin type rigid dirigibles have been constructed which will contain 3,000,000 cubic feet of gas, having five motors and about 800 feet in length. These Zeppelins can remain in the air for two weeks without appreciable loss of gas and can make seventy to eighty miles an hour. They can attain a height of 24,000 feet, and not only could the Germans fly here in such a craft, but could return without stopping for supplies. It would not surprise me at all if one came bringing a cargo, just as the Deutschland brought one at sea."

What has been accomplished in England may be read in the following extracts from the recent report of the Civil Aerial Transport Committee of the Air Board:

"Airships now exist with a range of more than 4,000 miles, and they can travel at a speed of more than seventy-eight miles an hour. By running their engines slower a maximum range of 8,000 miles can be obtained.

"On first speed Cape Town, South Africa, is to-day, aerially, only a little more than three days from Southampton, while this ship could fly across the Atlantic and return without stopping."

The committee also points out in the report that soon the airship will develop a speed of 100 miles an hour, and that it will be fitted out with ample staterooms, saloons, with a roof garden and elevator to the same, and be capable of remaining in the air for more than a week; also that the commercial airship offers a great advantage over the airplane, particularly concerning passengers, where comfort and ease of navigation, safely and a high ratio of disposable lift are vital considerations.

Since the war some dirigibles have been built in the United States for the use of the army and navy. These, however, are small in comparison to those built in Great Britain, France, Italy and Germany. The largest American airship—a non-rigid type—has a capacity of only 171,000 cubic feet of gas and carries a crew of four men.

While this type has been highly satisfactory for purposes that it was designed for, it is far too small for transcontinental cruising. One great contribution that this country has made for the future development of the lighter than air craft is the discovery by American army officers, in the course of their investigations and experiments, of a gas called "Argon," which is inert and non-inflammable. This, it is reported, can be produced in sufficient quantities to meet all demands of the dirigibles.

Hitherto the greatest weakness of this type has been the highly inflammable character of the hydrogen gas used to fill the compartments. The slightest spark meant an explosion and disaster. Even the Zeppelin, with its nineteen separate compartments was not safe in the event of an explosion in any one.

Although it is highly probable that some of the European countries will be the first to make the trip across the Atlantic to America in one of these giant ships of the air, the largest of this kind will shortly be produced on American soil and will exceed in size and carrying capacity any that has ever been built. Furthermore it will be of the non-rigid type, which finds greater favor in the eyes of American dirigible experts.

This huge machine, now in process of draft by a New York corporation will be 1,000 feet long—245 feet longer than the great Zeppelin L-49 which was captured in France during the war. Its cigar-shaped bag will contain 5,000,000 cubic fe t of gas and its diameter will be 100 feet.

This tremendous capacity of 5,000,000 cubic feet exceeds by 2,000,000 feet the capacity of the dirigible which Germany is said to have built. Eight motors of 300-horsepower each will develop sufficient force to propel it through the air at a rate of from eighty to ninety miles an hour. It will have a cruising radius of about 8,000 miles, and carry a hundred passengers and their baggage, in addition to a crew of thirty men.

A large covered-in cabin amidship has been designed and this will afford sleeping and dining accomodations. A drawing room furnished as luxuriously as that of any ocean liner is another feature. All cooking and heating will be done by steam derived from the heat of the exhaust pipes of the engines. As this ship has been planned as a purely commercial proposition, economies in the matter of weight will be effected wherever possible. While a separate electric installation will be on board to provide light, the weight of such a plant for heating and cooking can just as well be turned into additional carrying capacity through utilizing the wasted heat from the engine exhausts.

A dirigible can carry weight above just as well as below. Therefore the American engineers, now drafting the plans, have provided for a commodious glassed-in observation parlor atop the ship. This is located above the centre of the bag. It will be reached by means of a winding stairway from the cabin below.

Asked why the non-rigid type of dirigible was preferred to the Zeppelin design, with its steel or aluminum framework, a high official of this New York corporation replied: "You must bear in mind that the cost of one of these machines goes up into the millions. This is a factor that must be considered. A rigid Zeppelin, should it have to descend either on water, or land, is wholly at the mercy of the winds. In the air the machine is safe from destruction by wind.

"It is a matter of common knowledge that the Germans have lost a number of their Zeppelins which were forced to land and had no protecting hangars near. A high wind or a heavy sea would soon reduce a helpless dirigible into a mass of twisted steel or aluminum. You can't well afford, from a commercial standpoint, to take a chance with a machine costing in the neighborhood of a million dollars.

"On the other hand this steel or aluminum framework over which the fabric is laid adds considerable weight which can just as well be done away with and the additional lifting power be used for passengers or freight. With the non-rigid ship safety patches are placed on the bag and a rip cord attached which runs to the navigation room. By pulling these cords the gas is released and the envelope soon collapses. Should a forced landing have to be made you could save, by this expedient, your costly investment."

According to the figures of American experts it has been determined that for each 1,000 cubic feet of capacity, a dirigible will lift 64.4 pounds. Taking the even number of 65 pounds per one thousand feet of capacity, the American transatlantic ship will lift about 325,000 pounds. That is to say it will just lift it. In order to permit the ship to rise to an appreciable height and at the same time allow for the reduction in bodyancy, or lifting pawar, as it approaches the less dense air levels high above, this estimate should be halved.

Roughly speaking, the ship would have a total weight carrying capacity of 162,500 nounds. As a rule one-fourth of this is allo ed for the live oad passengers and their baggage or freight. Our American ship, therefore, with its 130 passengers, including crew, would allow a small margin over 300 pounds per person, including their baggage.

Reports do not tell us how many passengers the German 5,000,000 cubic-foot

A trip from New York to Queenstown, England, via the steamship routes is about 3,080 miles. In the type of dirigible which will soon be built in the United States, making an average speed of eighty miles an hour, the voyage could be made in about thirty-nine hours.

This is a saving in time over that of steamship travel of three and a half days. The fastest ocean liners take a few hours over five days to make the same trip.

The great cruising radius of the dirigible type has greatly impressed aviation experts. There are certain significant past performances of these lighter-than-air craft which are striking in the large mileage they have made and in the length of time they have remained in the air without a stop.

One performance that was especially noteworthy was that of the German Zeppelin which started from a point in southern Bulgaria in the Fall of 1916 and flew to Portuguese East Africa and returned without stopping.

In making this voyage the craft covered at least 7,000 miles and probably a little more. Much of its cargo-carrying capacity was unquestionably given over to additional fuel supply. Experts in this country point to this as an illustration of the cruising ability of a giant ship of this type.

The purpose of this long trip was to rescue General Forbeck, who was opposing the armies of the Allies in Africa. General Forbeck was likely to be captured at any moment and Germany wished to use his abilities in the western theatre of war. A point had been designated for the landing and the transfer of the General, but before the Zeppelin arrived the British forces had captured both the landing place and the radio station.

So far as known the dirigible took the following route: From Bulgaria across the Mediterranean Sea, thence between the river Nile and the Suez Canal, crossed the Red Sea and followed the West African coast until it reached South African territory. From there it proceeded to German East Africa and Portuguese East Africa.

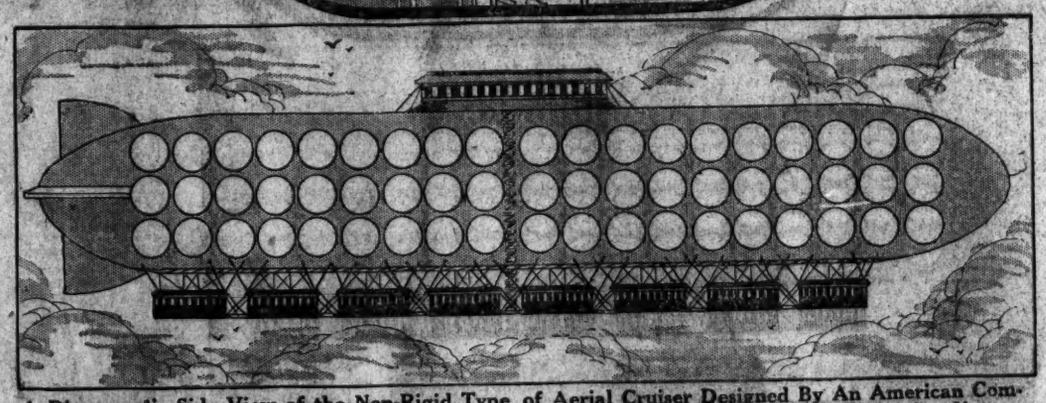
One of the most interesting secrets that was learned through the capture of the German L-49 in France was the scheme of guidance. These facts are now in the possession of American experts. Through a system of wireless communication, with the many high-powered stations dotted all over Germany, it was possible for those in the wireless station to tell within a very small margin of error the exact direction from which a Zep came. These messages being recieved at various other stations it was a simple process, by means of triangulation, to determine the location of the airship Thus a ship lost in the fog could be communicated with and given instructions as to the proper course to take.

The same process will doubtles be employed for commercial air flights, insuring against the possibility of a dirigible wandering aimlessly through the air in the event of heavy fogs or breakage of instruments.

Before the war the airplane industry was infinitely small, but during the conflict it assumed such proportions that that it would not seem economically a sound policy to permit it to be wiped out now.

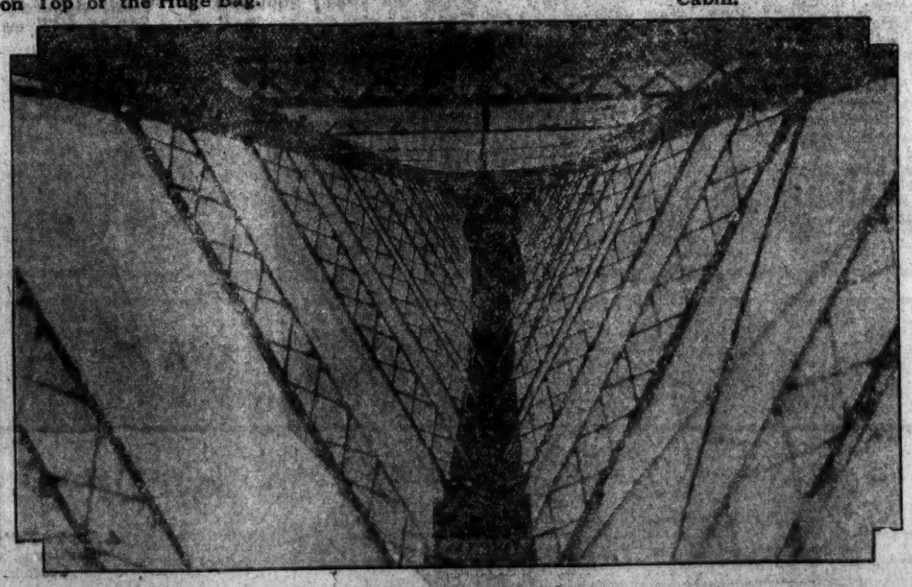
With flying regarded merely as a sport, a few factories would suffice to furnish all the aircraft needed. However, the great advances in the past four years entitles the airship to prime recognition as a commercial unit which will solve many of the problems of transportation.

A Cross Section of the Proposed 1,000-Foot Aerial Liner's Forward Cabin. The Bridge on Which Stand the Navigating Officers Is to Be Encased in Heavy Glass for Protection, Made Necessary By the Airship's Speed. Below Is the Ball Room or Roof Garden, Also Heavily Encased, over Dining Saloon and State Rooms. Another Tier Contains the Kitchen, Barber Shop and Shower Baths, While Baggage and Freight Are Carried Just Over the "Keel."



A Diagramatic Side View of the Non-Rigid Type of Aerial Cruiser Designed By An American Company. The Circles Indicate the Ballonets or Little Balloons to Be Filled with the Non-Inflammable Gas Argon. A Winding Stairway Through the Great Envelope Leads Up to An Observation Parlor Set on Top of the Huge Bag.

Snapshoting Earth Two Thousand Feet Below. A Passenger on a German Type of Commercial Airship Which That Country, It Is Said, Now Plans to Send in Fleets to America.



The Corridor of An Aerial Cruiser. This Photograph Shows a Passenger Upon One of the Smaller Aerial Boats—Already Tested Out in Europe—Walking from Cabin to Cabin.

The Winter Gauze Shawls

By Lady Duff-Gordon

This Buff Scarf, Edged with Old Rose, Is More Effective Because It Is Worn with a Mulberry Charmeuse Skirt

A Naples Yellow Scarf Sewn with Brilliants Renders This Ball Costume More Poetic

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To-day I show you three of the paradoxical Winter gauze shawls. One, you will observe, is of Naples yellow sewn with brilliants. Another enveloping scarf is of blue, edged with black and stenciled in silver. A third is a long scarf of buff chiffon.

Clothes have a parallel in food in one respect. Their value and effectiveness depend greatly upon their combinations. A case in point is the large central figure. The Naples yellow scarf is lovelier by reason of its union with the ball gown of pale blue peau de soi, with its border of black velvet. The head dress of cornflower blue, with a scarlet plume, heightens the semi-barbaric richness of the costume.

So of the buff scarf edged with old rose. It is handsomer because it is blended with a mulberry charmeuse skirt. The train is bound with old rose. The corsage ornament is of mother of pearl and silver.

In the third instance the French blue scarf is the more effective because it is worn with an evening coat of green cloth.

Victory Clothes For Children A Gay Feature

Unbleached Muslin Decorated With Red And Blue Fringe One Idea From Paris That Is Spreading And Older Folks At Winter Resorts May Use It Extensively

By Anne Rittenhouse
(*New York Sun*)

Nothing so delights the heart of a child as to hold a flag. Youth and the symbols of patriotism are linked. Wasn't it Galsworthy who gave us that association of the two gay elements of life in saying of a girl that she carried her youth in her face like flags flying? It was clever, therefore, of the designers to launch the youngsters into victory clothes.

The elders may express their relief from the tension of terror that handcuffed us all for four years by bursting out of the chrysalis into the butterfly, but their clothes will not be parts of the flag. It is not fitting that any but youth should wear the bits of red, white and blue which, combined with a certain skill, make the alluring victory clothes of this hour.

There are tiny frocks for tiny children in which the colors only flash out as long ribbons that are run through two buttonholes in the front or back of a round collar and drop to the hem. There are frocks for older children which are made of red, white and blue stripes held in by soft sashes of colored bunting in the three colors.

There is a return to a far off and fascinating fashion in the blue bunting frocks for children between eight and ten years old which are touched with red bunting and ornamented with white turnover collar and cuffs.

Pleated Skirts Of Red Bunting

There are pleated skirts of red flag bunting with straight little cuirass blouses of blue bunting fastened in a straight line down the front with red buttons. The cuffs and collar are made of white linen edged with linen lace and touch with red and blue buttons.

There are red and blue hair ribbons for girls; there are red and white striped awning rompers for the nursery fastened with blue bone buttons, and one of the successful frocks of the holiday season is made of ordinary unbleached muslin smocked with red, white and blue worsted threads, the design giving a blurred impression of the flag.

It was a clever idea, this, to turn out the children of the land in flag costumes making them living, joyous symbols of the red, white and blue which today is the banner of freedom all over the world. And it is not only our flag that they represent; it is the flags of the Allies.

Two months ago Doucet of Paris gave the world a new idea when he used unbleached muslin edged with colored fringe as a lining for jackets. It had the triple qualities of endurance, originality and cheapness. It was a war time necessity, so Doucet thought; but it speedily became a piece of economy that threatened to be a high fashion. Probably the spring will make it exceedingly popular. It is a good idea for those who deplore the lack of service in coat linings, especially in these days when one is not sure of dyes.

Used For Interior Decoration

The use of unbleached muslin for interior decoration has become well established, especially for country homes where curtains of this fabric are edged with colored fringe and bedspreads and pillow shams are made of it with borders of colored cloth in turkey red or dark blue.

As a bit of fine dressmaking it was not even considered until the interior decorators brought the idea into the fashionable world; and then came Doucet's coat linings, and now these children's frocks with their red and blue decorations.

The war has its uses, after all, in teaching the world the value of commonplace fabrics and compelling women to use their brains and ingenuity in order that they may be well and practically dressed. Unbleached muslin is only one of the many ordinary fabrics that has come to the front at a time when raw materials are scarce; and it is delightful to know that the Americans as well as the French realise that beauty can be attached to the commonplace.

One woman who was enchanted with a Victory frock of this fabric exclaimed: "Why, that's the material I use to cover my ironing board!" It is. And it will wear as well on a youngster as on an ironing board.

This style of costumery for children came from the South, out of Virginia, where unbleached muslin is well known and the devastation of war, its restrictions, privations and economies, is still a terrible memory even to those who were born after the Civil War.

Many Still Made In Virginia

It is rather a strange thing that some of the great centers have adopted juvenile clothes that have been designed and made by Virginia gentlewomen ever since the war began.

Many a youngster going to a party in a house which stands on a pedestal of millions, as well as others who trail into Central Park with their expensive French nurses, are wearing adorable frocks from some little Southern town, made very often by aged fingers that have kept the art of rolling, whipping, streaking and tucking with fine cambric needles and the thinnest of cotton threads.

Rather a piquant contrast of the ups and downs of life! And yet both parties are pleased. One has something rare and individual to sell; the other has the money to buy that which is rare and individual. One Southern woman, knowing the half hidden paths to these workers, garners in the supply and sends it broadcast. Otherwise the little millionaire in Central Park would not be able to wear frocks whose handiwork belongs to a day that is done.

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Once upon a time, when the world was young and cruel, it considered it correct for children to be encased in bones and costumed in brocade and metal, heavy embroideries, long skirts and stiffly pointed bodies. It was cruel to make youth the resemblance of age.

Today we make age the resemblance of youth. In that lie our virility, our enthusiasm and our sanity. The children lead the way in belts around hips, short sleeves, smocked blouses, bobbed hair socks, low heeled shoes, straight lines and uncorseted figures. Their mothers, and sometimes their grandmothers, imitate them.

When, therefore, the children of America celebrate with new kinds of clothes, it behooves women to look upon this parade of fashions with interest, for the little human flags running down the path of fashion today are blazing the way for us.

Tomorrow we may wear at Palm Beach, in all the glories of peace, a frock of unbleached muslin trimmed with a darning stitch in red and blue, and our collar tied with ribbon in the flag colors.

Massive Necklaces Latest Paris Fad

The French designers have brought back into fashion huge necklaces from an ornamental past. They are not made of jewels, and yet they are costly and the supply of fine ones diminishes.

It is the hour of the necklace. All that has gone before is as nothing to what exists. And mind you, the necklace is not of precious stones. There are few well dressed women who wear any precious stones about the neck except pearls. Diamonds hold a place with some, but they are not considered among well dressed women. Costly they are, it is true, and in unique settings of carved platinum they have their place, but the bare, bald, crude diamond necklace is a bit blatant for the fastidious woman. She prefers pearls.

An individual designer of clothes in New York, says an exchange, found himself the fortunate possessor of a half dozen necklaces which he had seen in an antique shop, where they were thrown over a string in the back of the store. Then the French fashion found its way across the ocean into America, and the designer attached his necklaces to costly gowns and they added materially to the price he asked for the garment.

The highest quality of quartz is turned into necklaces. Amber and jet lend the possession and tortoise shell is high in the line. Buckles are made of the latter material, also linked belts, and then ringed necklaces that end in great plaques richly wrought in an open design.

Amber Most Desired

It may be that the amber colored ornaments are most desired by well dressed women. The reason for this lies in the extraordinary popularity of brown this season. The rich yellow tones bring out to the best advantage the golden brown velvets, satins and tulles of the hour.

There are jet necklaces carved in China which are equally alluring. France seems to have found more quartz for these ornaments than any other country, and yet in America there is a vast storehouse of lovely geological formations which, if rightly chosen and put together, would make the American necklace more demanded than any in the world.

If one has ever had the privilege of going through the extraordinary and remarkably selected collection of minerals owned by Col. Washington Roebling one would immediately realise what America could do in this new form of jewelry. It may be that the attention of the jewellers will be called to such work and the best craftsmanship employed to utilise it and give it a wide commercial market.

There is nothing fastidious or delicate about the new chains; they are as heavy in appearance as mediaeval armor. They are made of great rings or long, oblong links, and the plaque or medallion in which they end looks like a Japanese crest. It is as full of color and as massive as the Egyptian jewelry of other centuries.

All Of Them Are Short

All of these new chains are short. The carved medallion rests on the bust. They do not reach to the waist, which is the desire of the precious stones. The woman who owns a marvelous string of pearls now lets it hang to its full length, you know, instead of wrapping it around her neck several times.

There are some who question the beauty of such heavy quartz as is in the new, fashionable chains resting against the skin of the neck, but as a rule we wear afternoon gowns with the material resting on the flesh as high as the base of the neck at least, and so these yellow, or brown, or crimson, or green chains go over the cloth. Of course they are not worn with evening gowns.

If you can't wear precious stones on the bare flesh, adopt the exclusive method which was taken from ancient countries by Paul Poiret and exploited in America. She wore a colored silken cord with one pendant jewel in the same color.

No one knows who started this fashion for necklaces and who cares?

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As a famous authority says, "The deficient secretions must be replaced by the outward application."

To keep your skin supplied with just the softening property it needs to help it withstand the roughening effect of cold weather, rub a little Pond's Vanishing Cream with the tips of your fingers over your face. Your skin takes it up as parched sand absorbs water. At once it vanishes, never to appear in an embarrassing shine.

Then look closely at your face in a hand mirror, and see what a difference **your first application** makes. You will find your complexion smoother, fresher, lovelier than ever in coloring.

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Tomorrow we may wear at Palm Beach, in all the glories of peace, a frock of unbleached muslin trimmed with a darning stitch in red and blue, and our collar tied with ribbon in the flag colors.

Massive Necklaces Latest Paris Fad

The French designers have brought back into fashion huge necklaces from an ornamental past. They are not made of jewels, and yet they are costly and the supply of fine ones diminishes.

It is the hour of the necklace. All that has gone before is as nothing to what exists. And mind you, the necklace is not of precious stones. There are few well dressed women who wear any precious stones about the neck except pearls. Diamonds hold a place with some, but they are not considered among well dressed women. Costly they are, it is true, and in unique settings of carved platinum they have their place, but the bare, bald, crude diamond necklace is a bit blatant for the fastidious woman. She prefers pearls.

An individual designer of clothes in New York, says an exchange, found himself the fortunate possessor of a half dozen necklaces which he had seen in an antique shop, where they were thrown over a string in the back of the store. Then the French fashion found its way across the ocean into America, and the designer attached his necklaces to costly gowns and they added materially to the price he asked for the garment.

The highest quality of quartz is turned into necklaces. Amber and jet lead the possession and tortoise shell is high in the line. Buckles are made of the latter material, also linked belts, and then ringed necklaces that end in great plaques richly wrought in an open design.

Amber Most Desired

It may be that the amber colored ornaments are most desired by well dressed women. The reason for this lies in the extraordinary popularity of brown this season. The rich yellow tones bring out to the best advantage the golden brown velvets, satins and tulles of the hour.

There are jet necklaces carved in China which are equally alluring. France seems to have found more quartz for these ornaments than any other country, and yet in America there is a vast storehouse of lovely geological formations which, if rightly chosen and put together, would make the American necklace more demanded than any in the world.

If one has ever had the privilege of going through the extraordinary and remarkably selected collection of minerals owned by Col. Washington Roebling one would immediately realise what America could do in this new form of jewelry. It may be that the attention of the jewellers will be called to such work and the best craftsmanship employed to utilise it and give it a wide commercial market.

There is nothing fastidious or delicate about the new chains; they are as heavy in appearance as mediaeval armor. They are made of great rings or long, oblong links, and the plaque or medallion in which they end looks like a Japanese crest. It is as full of color and as massive as the Egyptian jewelry of other centuries.

All Of Them Are Short

All of these new chains are short. The carved medallion rests on the bust. They do not reach to the waist, which is the desire of the precious stones. The woman who owns a marvelous string of pearls now lets it hang to its full length, you know, instead of wrapping it around her neck several times.

There are some who question the beauty of such heavy quartz as is in the new, fashionable chains resting against the skin of the neck, but as a rule we wear afternoon gowns with the material resting on the flesh as high as the base of the neck at least, and so these yellow, or brown, or crimson, or green chains go over the cloth. Of course they are not worn with evening gowns.

If you can't wear precious stones on the bare flesh, adopt the exclusive method which was taken from ancient countries by Paul Poiret and exploited in America. She wore a colored silken cord with one pendant jewel in the same color.

No one knows who started this fashion for necklaces and who cares?

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La Vogue

46 ---Nanking Road--- 46

Health, Beauty And The Home

Making It Easier to Take Care of Baby

By Mrs. Christine Frederick,

The Distinguished Authority on Household Efficiency.

CHILDREN are too important a part of every home to be overlooked while we are discussing how best to do the cooking or the laundry or the cleaning. We must not forget to learn also how best to care for the baby and young child. In the care of the child there are many devices and methods which will save the mother's time and strength.

Bathing the baby is perhaps the most important task. Although there is much to say in favor of dressing a child on the lap, there is equally much in favor of dressing him on a table or tray on wheels.

An excellent tray-table was made of the regular metal collapsible wheel tray, such as can be bought anywhere. This tray was fitted with a convenient pad, and had hung at one end a bag with pockets and a pincushion to hold many needed articles while dressing. Laid on this, baby can be dressed much more easily, wheeled about the room, perhaps to a warmer and less draughty part, etc.

Several kinds of racks are on the market to hold babys' clothes and air and dry them. One of the best is a horizontal series of wire bars, which can be raised, lowered and made to assume several different positions, as well as folding up entirely. This may be stretched inside or outside the regular window, and is capable of holding as much as fifty feet of clothes-line. Fastened to a wall, over a radiator, it also gives good service. There is also another rack which raises to the ceiling and which has eight arms, each thirty inches long, on which it is most convenient to dry baby's napkins, etc. Another type is to be set on the floor and unfolds like an umbrella, thus giving a large surface for drying many articles.

One bathtub is made of rubber cloth, supported on a light wooden stand. It has a plug in the bottom for the easy outlet of the water. Baby will enjoy a bath in this soft rubber tub more than in the shaped galvanized or porcelain tub, and it is so much more convenient for mother, since she will not need to bend over when giving baby his bath.

To accompany this is the waterproof bath apron, which will keep the mother or nurse dry at her task. This is most excellently well-made and fitting. Incidentally, the same waterproof apron may be used while washing dishes or at any other kind of work where there is danger of the garments becoming soiled or damp.

An essential of every nursery is some sort of water and milk-heating device. If electricity is in the house, it is easy to attach a special kind of bottle-warmer to the ordinary connecting plug. This consists of a pint cup-shaped stand, with a heating unit under it which will boil a cup of water in about two minutes, and which may be used also for warming baby's food.

If no electric current is available, then one of the many solid alcohol devices will serve equally well. One of these has a deep cup into which the bottle may be put to warm. Another consists of a small flat saucepan which quickly heats over the small can of solid alcohol.

Often baby or an older child has a sudden pain which only heat will allay. Here is where the soft, pliable electric heating pad, which can instantly be attached to a plug, is almost invaluable. A child with a sudden toothache may be soothed quickly by placing such a pad near the face, and for colic it is similarly serviceable.

When baby goes outdoors it is an excellent plan to have an attachable dust and wind shield for his carriage. Babies, of course, should never receive direct strong wind in the face, and the purpose of this well-made isinglass shield is to prevent wind and dust from reaching baby's face and eyes.

When children begin to eat, the mother is often harassed by the dishes which they break and upset. To avoid this there is an inexpensive feeding dish. The distinctive feature of this is a wire attachment which can be slid under the table, and which thus prevents the dish from upsetting or spilling. It comes in many attractive designs that are sure to delight the little people.

Another first-aid in eating is a particularly neat line of oilcloth bibs with shoulder cape which completely cover the front and save the clothing underneath.

Every busy mother knows what a problem it is when the baby gets to the "crawl stage." It means constant surveilance to see that the child gets into no danger and that there are no objects which it can pick up or swallow or hurt itself with.

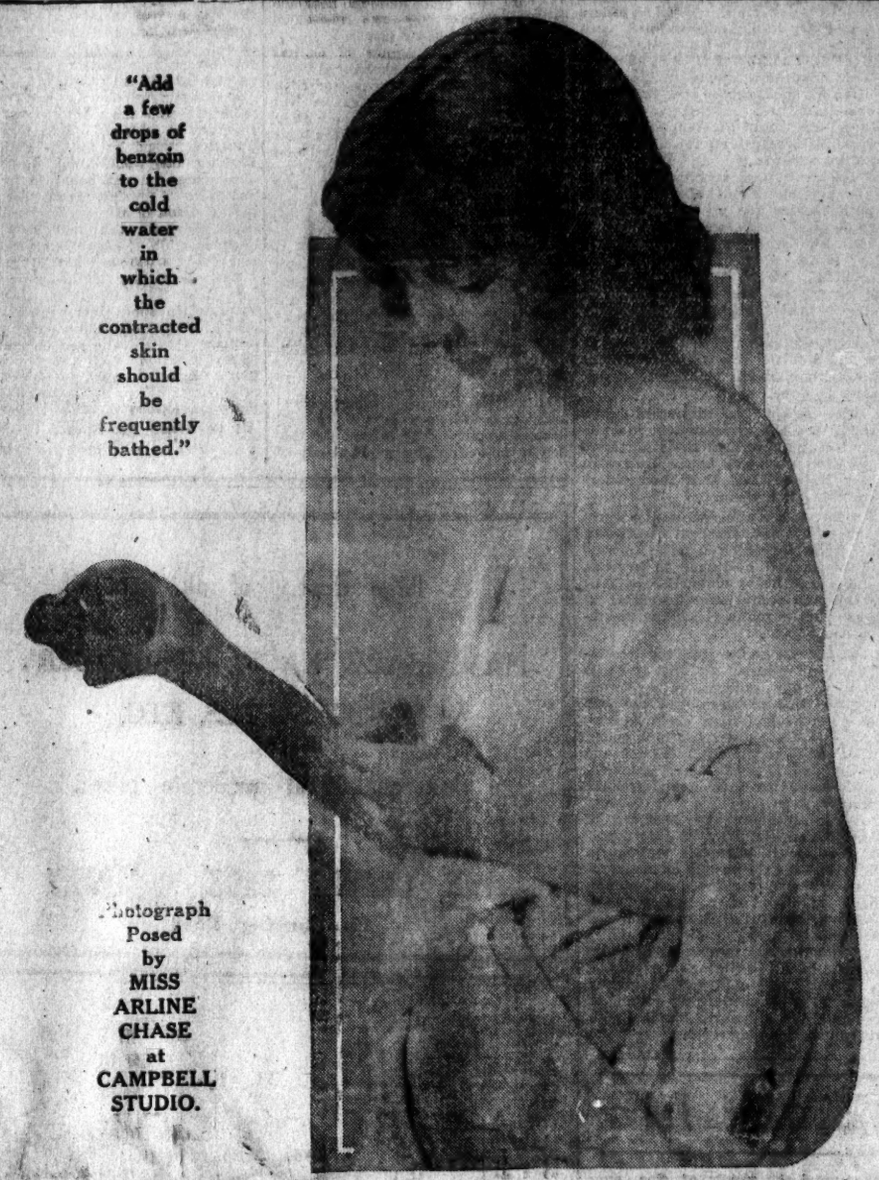
An investment in a crib on wheels with wire mesh sides has proved a boon in many homes. Since the bottom of this crib is about a foot from the floor, the child is raised away from draughts and the many articles that it might otherwise reach. The sides are high enough so that even a two-year-old child cannot crawl over them, yet the mesh allows sufficient air and chance for the child to see through. A mother may safely leave her child in such a crib with full security that it cannot get into danger. Another device is a wooden "fence," which folds and which may be placed wherever desired—on the floor of the room or on the porch—and thus make a safe enclosure for the child while he is at play. Another kind of "fence" may be quickly fastened across the top of a stair-head at the door or other entrance where it is desired to keep a child from going out. The small cost of any one of these protective devices is as nothing compared to the security the mother feels that her child is out of harm.

Most frequently a mother must do all or part of the baby's washing herself. A convenient help is a small portable baby clothes washer which fits over a toilet-seat. It is fitted with a plunger, so that soiled napkins may be washed in the washer and the soiled water let out directly into the toilet. There is another larger washer, supported on a light stand, which is small enough to stand in the bathroom, and which serves as a receptacle for the clothes before they are washed.

How many mothers have been disappointed to find that the pretty and expensive stockings and shirts when washed in the usual way get badly out of shape. There are several kinds of wire stocking stretchers and wire shirt forms made to overcome this difficulty. The frames are of light retinned material, with flexible arms and legs, on which the garments are to be stretched while damp. If they are then hung in a warm place the garment will dry into perfect shape without shrinking. These forms can be purchased in several sizes and the low price of them will certainly be repaid in the better fit and wear resulting to the garments.

"But I can't afford these devices," is the reply of many women. Most of them, however, are very inexpensive, and it seems often true that women who say they cannot afford practical devices that will lessen their own labor, nevertheless are extravagant in other directions. For instance, some mother who may say she canot afford a baby washer which would save hours of her time will, nevertheless, but elaborate caps, ribbons and ruffled garments for her child. A device that saves labor is not a wasteful expense, but a profitable investment.

The woman with young children deserves every help that she can find. Often she will not need a maid servant if she has some of these helps. Time and labor savers in this line are just as well worth while as labor savers in the kitchen, in cleaning or in any other line of home work.



"Add a few drops of benzoin to the cold water in which the contracted skin should be frequently bathed."

Photograph Posed by MISS ARLINE CHASE at CAMPBELL STUDIO.

Ways of Getting Thin

By Lina Cavalieri,

The Most Famous Living Beauty.

WAYS and means of getting thin form a most attractive and absorbing topic of conversation with many women. And, in truth, there is almost no limit to the improvement in her appearance that a stout woman can effect if she will put her mind on it.

The most favorable results are to be obtained, of course, from diet and exercise. "Oh! but that is so old," you cry; "can't you tell us of something newer?" But, my dear woman, there is nothing better. These two things will do more than anything else to build up a thin, under-developed body, or melt down the generous curves of one that is too fat.

Mind you, I am not accusing you of over-eating, but you may be eating the wrong things. I really think you will find it better if you will try the no-breakfast regime for a time. Or, if you feel you cannot dispense with breakfast then take only one cup of coffee and one or two pieces of dry toast with no butter.

After breakfast go out for a long walk or ride. The stout woman must keep ever before her mind the fact that fresh air is a destructive agent to fat. Oxygen burns carbon. To make this clear, let me ask you if you have noticed how a dying fire flames up when a draught of cold air is turned upon it? That is precisely what happens when a woman who is fat goes out for a walk. Carbon, which is in the great folds of flesh that lie upon her abdomen and blanket her hips, is a component part of it. Oxygen acts upon this as a burning match applied to paper. Therefore if you are stout walk one mile, two miles or three miles every day. More if you can. But at least that.

After your luncheon, which should be of lean meat or fish, whole wheat bread, and tea without cream, and stewed or fresh fruit, then go out again. Go shopping or calling. If calling, do not forget that you must decline any tea or sweetmeats that may be offered you. And certainly you must take no candy.

If shopping or calling do not drive to your destination. Walk. For dinner you should have the same as at luncheon, with the addition, if you wish, of a small glass of white wine. White wine, being sour, is one of the agents for reducing flesh that all French dieticians prescribe.

After dinner do not sit down and read a book or skim through the magazines, but go out for another walk or some exercise in the open. If you will walk to and from the theatre that will answer, but do not take a taxi or go in your carriage—that is, if you really expect to get thin.

Another hint I will give you. Drink a great deal of water. That refreshes the body, but destroys the appetite for food. You should try to drink about ten glasses a day. Buttermilk will be found a wonderful aid also, and may be sipped between meals, if desired.

Keep before your mind the word "Abstain." Remember that you must abstain from candy and all sweets, from pastries, from sweet milk, from cauliflower, potatoes, lima beans, corn and all other vegetables and cereals that have fattening properties in them. In general, I would advise you to reduce the entire amount of your food one-half, and change your usual dietary from fat producing food to bone and muscle makers.

Massage and baths are also an undoubted aid in the reduction of flesh. This does not mean that massage should take the place of exercise, but it should supplement exercise. It has been estimated by experts that a thorough massage given by a skilful operator is equivalent to a seven-mile walk. But whether this is true or not, there is no substitute for the carbon destroying bath of oxygen.

Reduction medicines I do not advise, but a gentle laxative is a great aid in reducing. Various salts taken with the consent of your physician and in the manner he advises would be helpful in diminishing flesh. But I insist that whatever is done in this direction must be done with the approval of your physician.

A cool or a cold plunge every morning is prescribed by some beauty experts, but, personally, I am opposed to them. The delicate constitution of a woman is likely to be injured by them. Turkish baths are much better. But even Turkish baths I do not advise oftener than twice a week at most. Taken oftener I believe them weakening.

In conclusion, let me give you a warning. As the muscles, divested of blanketing flesh, seem to shrink, be sure that the skin follows them, instead of hanging baggily about them, in ugly creases or wrinkles.

To contract the skin that surrounds the diminished muscles on the face and elsewhere, bathe the surface of the skin frequently in cold water to which a few drops of benzoin have been added. Bathe with a sponge dipped in cold water, or wrap the parts about with cold compresses wrung out of ice-water.

Appetizing Menus for the Week

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*	*Breakfast*
Oranges, Cereal, Milk Toast, Coffee.	Stewed Prunes, Cereal, Coffee.	Baked Apples, Oatmeal, Toast, Jam, Coffee.	Bananas, Poached Eggs, Toast, Coffee.	Stewed Fruit, Oatmeal, Muffins, Toast, Coffee.	Fruit, Cereal, Scrambled Eggs, Coffee.	Grapefruit, Broiled Salt Mackerel, Baked Potatoes, Jam, Coffee.
Luncheon	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Luncheon*	*Dinner*
Mexican Rarebit, Lettuce Salad, Quick Rolls, Cocoanut Cornstarch Pudding.	Stewed Lima Beans, Romaine Salad, French Dressing, Marshmallow Gingerbread, Tea.	Salmon Croquettes, Canned Peas, Cabbage Salad, Quick Rolls, Stuffed Prunes, Tea.	Small Sausage Balls, Riced Potatoes, Apple Sauce, Tea.	Oyster Stew, Toasted Crackers, Lettuce Salad, Thin Corn Bread, French Dressing, Tea.	Vegetable Soup (left overs), Bread Sticks, Lemon Jelly, Vanilla Wafers,	Potato Soup, Celery, Olives, Pot Roast with Vegetables, Fruit Salad, Divinity Cake, Coffee.
Dinner	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Dinner*	*Supper*
Boiled Beef, Boiled Potatoes, Horseradish Sauce, Boiled Turnips, Apple and Celery Salad, Coffee.	Smothered Spare Ribs of Pork, Boiled Rice, Candied Sweet Potatoes, Deep Apple Pie, Coffee.	Fruit Cocktail, Savory Rice with Bacon Garnish, Celery, Mocha Sponge, Coffee.	Cream of Tomato Soup, Casserole of Tongue, Spinach, Quick Rolls, Fruit Jelly, Coffee.	Boiled Fish, White Sauce, Boiled Potatoes, Green Peas, Pineapple Salad, Coffee.	Cannelon of Beef, Brown Gravy, Glazed Onions, Scalloped Potatoes, Green Salad, Chocolate Bread Pudding, Coffee.	Toasted Sandwiches, Baked Apples, Ginger Cookies, Tea.

Tested Cooking Recipes

Baked Bean Sandwiches.

RUB 1 cup of baked beans through sieve. Add 1 tablespoon tomato catsup, 1 teaspoon onion juice, ½ teaspoon mustard and a pinch of grated horseradish. Spread on conservation bread and cut into regular shapes.

Dumplings.

MIX and sift 2 cups flour with 2 teaspoons baking powder, ¼ teaspoon salt and 1 teaspoon powdered herbs. Rub in 1 teaspoon finely chopped parsley and 1 cup chopped suet. Add sufficient cold water to make a stiff paste. Shape into small balls and steam 2½ hours. Serve in hot soup.

Beef Soup With Dumplings.

PUT a soup bone and ¾ pound of beef, cut in pieces, into the soup pot, bring to boil and let simmer 1 hour. Add 4 sliced potatoes, a sliced carrot, a sliced beet, a sliced turnip, 3 sliced onions and salt and pepper to taste. Cook about 2 hours, remove bones and add dumplings and enough hot water to make 2 quarts of soup. Bring to boiling point and serve hot.

Spiced Cranberries.

PICK over and wash 5 pounds of cranberries. Put them in a preserving kettle with 3½ pounds brown sugar, 1¾ cups vinegar, 2 tablespoons cinnamon, 2 tablespoons allspice and 1 tablespoon cloves. Boil slowly for 2 hours. Seal in hot sterilized jars.

Star Tomato Salad.

COOK 1 can tomatoes about 25 minutes with ½ bay leaf, 1 slice of onion, 2 peppercorns, 2 cloves, 1 teaspoon sugar and 2 teaspoons salt. Strain and pour over 4 tablespoons gelatine which has been softened in ½ cup cold water. Stir until the gelatine is dissolved. Pour on a large platter which has been rinsed with cold water, allowing the gelatine mixture to be about ¼-inch deep. Set in ice box to become hard. Then cut in large star shapes, using a star pattern. Arrange in the shape of a poinsetta so that the petals will overlap. Put a small ball of cream cheese and a stuffed olive in the centre. Garnish with chicory. Serve with any desired dressing.

Just What the Doctor Advises

I SUFFER frequently from a rash on my skin wherever the sun touches. First there is a redness, then an itching and then white blisters appear. It seems to happen in Winter as well as in Summer.—K. P.

Your skin is evidently unduly susceptible to the action of the actintic, or chemical, rays of the sun, which have different effects from the heat rays. Technically, your affection is probably what is called miliaria. Avoid exposing the skin to the sun. Being a woman, you can wear a veil. The hands and wrists should be protected by gloves. If you are debilitated tonic treatment is called for. Frequent cold bathing is advisable. Locally use the following:

Solution of aluminum acetate (national formulary) ..... 3 ounces

Two tablespoonfuls to a pint of water; external use.

MY daughter, aged sixteen years, is anemic and nervous and her circulation is poor. She takes no exercise, is constipated and lacks ambition. Her weight is 120 pounds and her height five feet, five inches. Does her nervous irritability cause the acidity of her stomach, or is the irritability caused by the acidity?—M. A.

In nutrition and height she is not deficient, and her troubles would appear to be due chiefly to lack of exercise and fresh air. Correction of the constipation will probably result in increased initiative in place of listlessness, and then she should be able to take up some exercise with less fatigue than would otherwise be the case. The anemia and poor circulation will respond to proper hygiene. The acidity of the stomach is due primarily to nervous factors, although the acidity, after its establishment, itself reacts badly upon the nervous system. This is very clearly a case of a normal girl damaged by bad hygiene. The only medicine temporarily required is the elixir of cascara sagrada, for the correction of the constipation; one or two teaspoonfuls of this at bedtime, according to the effect, will be found efficacious.

PLEASE suggest a suitable diet for a baby nineteen months old.—A. M.

Bread and butter, whole milk (certified), well-cooked cereal, broth (chicken, beef or mutton), plenty of water, well cooked rice (thoroughly boiled first), toast, zwieback, egg, orange juice, scraped beef, baked potato, baked apples and stewed prunes.

I AM very hollow chested and would like to know how to strengthen my chest and build up my shoulders.—NINA.

Deep breathing is your most crying need. I would prescribe for you frequent meals of fresh air, consisting of twenty to thirty deep inspirations in the open air. After that I should advise some form of active physical exercises that would stimulate your circulation and send the fresh blood bounding through your body to the remotest extremities and back again in record time. Massage with lanolin and olive oil will also help to build up the shrunken tissues and give you the blanketing of flesh you need to cover up your bones.

WHY are you always advocating walking to improve the health and the complexion? To me it is the most disagreeable exercise imaginable.—H. F. F.

That is because you do not try to enjoy your walk when you take it. To you it is evidently like a dose of bitter medicine—the sooner you get it over with the better. Medical authorities tell us there is no other exercise that does for us what walking can. Not only does it stimulate every part of the body, but it relaxes, diverts and charmes the mind. The nearer you can get to the heart of Nature in your walks and rambles, the more in touch you will be with the best sources of inspiration, of goodness, health, and the highest beauty of soul and body.

k-R-' s.r

I AM compelled to wash my hands frequently and when cold weather comes they chap very badly. What should I do for them?—J. B.

The trouble probably is that you do not take the time to dry your hands thoroughly. Any carelessness in this particular will inevitably cause you great discomfort. Here is a pomade that has splendid healing qualities and I would advise its use every night:

Cocoa-butter	1 ounce
Oil of Sweet Almonds	1 ounce
Oxide of zinc	1 dram
Borax	1 dram
Oil of bergamot	6 drops

I AM seventeen years old and have been afflicted with chorea for the past three years. Please tell me how to get entirely over it, as I am anxious to resume work. I have been taking a patented nervine.—A. F. S.

Chorea, or St. Vitus dance, sometimes persists in the manner described because of chronic tonsillar conditions. There is a close relation between chorea and rheumatism, and tonsillar conditions sometimes have much to do with rheumatism. Consult your physician as to the advisability of removing the tonsils. Some of the "nervines" contain drugs that would aggravate chorea. Use no patented medicines for any purpose whatsoever.

CAN you suggest anything to clear up a red, congested area which has persisted for nearly a year in a place where there was a boil?—A. S. B.

Rub the following ointment into the place every night:

Ichthyol	1 dram
Lanolin	4 drams

HOW can I find out whether I have a tapeworm?—F. E.

The diagnosis rests on the detection of segments or eggs in the passages. Some patients present digestive disturbances, constant hunger, colicky pains, emaciation, anemia, vertigo, palpitation, itching of the nose, and nervous twitchings.

Just What Makes a Woman Beautiful

BEAUTY in woman is a thing of many phases, says Annette Kellermann in her new book on "Physical Beauty and How to Keep It."

With the putting on of clothing woman, at least in our Western scheme of civilization, left her face exposed. The face is quite obviously the most expressive part of our being; and so, with the body hidden, and with that stupid custom of enslaving woman to physical inactivity that arose out of man's sense of property in woman, we came to consider woman's beauty as dwelling wholly in the face. Yet it does not dwell there alone.

The fundamental basis for feminine beauty is the body as a whole—the "figure," as we call it, and the carriage and grace which are the attributes of the figure in action.

To consider the problem of beauty more thoroughly, we divide it into those elements that are commonly recognized as producing the effect in its entirety. We have, first, bodily form; second, carriage; third, grace of action; fourth, features; fifth, complexion, and, sixth, dress.

All of these elements of beauty are closely linked to the fundamental problem of health. Not even dress, the most artificial of all, can stand the test of ill health and weakness, for one must not only possess clothes, but must wear them well. And to wear clothes well, one must have good form and carriage and that dash and vivacity at rest or in action that is possible only to the vitally healthy and soundly developed body.

JAPANESE OFFICERS IN SIBERIAN SCANDAL

Dishonest Merchants Have Bribed Them For Use Of Chinese Eastern Railway

SOLDIERS SUFFERING

Hochi Shimbun Exposes Conditions In Manchuria--30 Merchants Arrested At Harbin

Tokio, February 12.—A big scandal, involving Japanese merchants in Dairen and Japanese army officers in Siberia is about to be unearthed, according to the Hochi's correspondent in South Manchuria, who says that the scandal will disclose irregularities in permits granted for the use of railway freight cars by dishonest merchants in return for bribes. Commercial stocks have been transported as military supplies, it is stated.

Japanese officers stationed at Harbin, according to the Hochi, are involved in the scandal which gendarmes are investigating. It is stated that Japanese merchants in Harbin have resorted to bribes for army officers in order to get their goods shipped over the Chinese Eastern Railways from Changchun.

Because of the high prices prevailing in Siberia Japanese merchants have been active in obtaining goods for the Siberian market. There is little trouble in getting the supplies as far as the southern terminal of the Chinese Eastern Railways, but because of the shortage of cars on the Russian line, and because of the general demoralisation of that system, freight is often carted from Changchun to Harbin.

Japanese Soldiers Suffer

It is to avoid this delay that the Japanese have resorted to bribing army officials, says the Hochi, and this has been done while Japanese soldiers farther up the line have been suffering because their necessary supplies have not been forthcoming. The bribes have been accepted by members of the committee on military transportation according to the Tokio paper.

The reported condition of affairs was not discovered until a corporal of the Japanese army was found to be lavishing his ill-gotten wealth at the Kamogawa, a Japanese restaurant in Harbin. Captain Ikeda, chief of the gendarmes in Harbin, and Mr. Murakawa, the Japanese Consul-General, commenced activity, according to the Hochi, and as a result 30 odd Japanese merchants and several corporals of the army have been arrested and imprisoned in the detention house of the gendarmerie in Harbin.

The Hochi correspondent excepts that when the scandal is investigated further high officials will be involved. There is great uneasiness among the Japanese officers of the section, the paper states.

Regarding the army scandal in Siberia, a Japanese colonel has been interviewed by the Hochi in Tokio. He expressed great indignation at the reflection brought upon the fair name of the Japanese army. He said that in Chita, horses of the Japanese army have not had enough to eat because of the transportation difficulties, that telegrams have come, "horses die, send fodder at once," etc. Even medical supplies have not been transportad in sufficient quantities, according to this officer, and military men have lost their lives because of the shortage of necessities along this line. In the face of these conditions the army officer has expressed himself as being in deep shame because army men have allowed dishonest merchants to use the transportation facilities that are so badly needed by the soldiers themselves.

Even Army Merchants Involved

There seems to be some system of special privilege for Japanese merchants who are selling supplies to the army in Siberia, but even these men are dishonest, and that when they need only one car for the transport of their goods, they ask for two cars, and use the extra space for transporting their own goods, which are sold at the prevailing high prices and the profits pocketed.

The Hochi states that army officers have been so reckless in Siberia that they have used the star-marked military automobiles to ride with women of uncertain character.

Gendarme officers in Tokio have assured the Hochi that no quarter will be shown the dishonest merchants or the corrupt army officers in Siberia, no matter what high places they may occupy.

ARRESTED AFTER SIXTH MURDER IN 17 YEARS

Barber Killed Wife, Son, Stepson, Neighbor, Nun And Workman

Tokio, February 15.—After murdering a wife, a son, a stepson, a neighbor, a nun and a workman in a series of crimes starting in 1902, Kanekichi Tanaka, a barber of Niigata Prefecture who was arrested at Enoshima on October 22 has been tried and convicted of murder by the Takata preliminary court, says the Jiji.

This barber, according to press reports, started out on his own method of solving the population problem seventeen years ago when he held his six-year old stepson up by the legs and dropped him into a river. Then he divorced his wife, and married again, but shortly after this marriage he committed his second murder, that of a villager with whom he had quarrelled, and because his new wife knew of this crime, he killed her with a club. As a son had been a witness the child was strangled. The next murder was that of a Buddhist nun 67 years old. Then on September 29, last year, the barber killed a workman and robbed him of Y.124.37, and while trying to escape was arrested at Enoshima.

At the Dressing Table.

By MIMOSA

How Milicent Cheated Father Time

I hadn't seen Milicent for over three years, when I called on her a few days ago. I knew she had taken up munition work at the beginning of the war, and from what I had heard of her from time to time, hard work, early rising, and late to bed, I quite expected to find her looking old, and very much the worse for her three years' work. But far from looking jaded and tired, I found her younger and fresher than when I had last seen her. Her complexion was smooth and clear, and her hair brighter, and more glossy than before, while the few wrinkles which I remember had entirely disappeared.

How She Preserved Her Complexion

After a little persuasion she told me the secret of how she had not only kept, but improved, her looks during the three years in which we had not met, in spite of her hard work and late hours.

She told me she owed the freshness of her complexion to the regular use every night of a little plain mercolised wax. This she rubbed gently into the face and neck, leaving it on all night, and washing it off in the morning with warm water. She had entirely given up the use of powder, which she told me she felt sure caused wrinkles, and was using instead a lotion made by mixing an ounce of eleminite in about two ounces of water. This lotion gives a most natural appearance, and is beneficial to the skin, and judging by her complexion I can well believe it.

Removing the Wrinkles

When I asked what she had done to remove the little wrinkles which I remembered round her eyes and mouth, she told me nothing. The use of the mercolised wax had done the trick without any effort on her part. This wax, it seems, gently peels off all the dead outer skin, slowly and imperceptibly while one sleeps, and with the dead skin, all lines and wrinkles, leaving the fresh young complexion beneath clear and smooth.

A Slight Growth of Superfluous Hair

There was another point upon which I was very curious. Milicent used to have a slight growth of hair on her upper lip, which I am forced to admit, entirely spoilt her claims to being considered a pretty girl, and this too had entirely disappeared, owing to the use she told me of a little powdered pheminol. After two applications, she said, all traces of the growth had disappeared, but as a precaution she had used some tekko paste for a couple of weeks afterwards.

How She Kept Her Hair Bright and Glossy

To keep her hair in good condition she had shampooed it regularly every fortnight with a dessert spoonful of stallax dissolved in hot water, then dried it without rinsing (as this is not necessary when using stallax) and given it a good brushing. Every month she gave it a stimulant in the form of a simple tonic. For one week in every four she massaged into the roots every night a tonic made by mixing an ounce of boranium with four ounces of Bay Rum or Eau de Cologne.

A Perfectly Natural Color

Milicent had always been naturally pale, and I remarked on the pretty flush which had come into her cheeks. This she confessed was not natural (although it had deceived even an expert like myself), but was brought about by using a little pure collandum, which she applied to her cheeks with a piece of cotton wool. The beauty of this color was, that it appeared absolutely natural, for it deepened as the atmosphere became warmer, just as a natural color would.

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AUTOMOBILES

SHANGHAI, SUNDAY, FEBRUARY 23, 1919

What About 1919?

By Paul H. Nystrom, Ph. D., In Motor
Director Research Department International Magazine Co.

Emerging from the darkness of of war, looking out into the dawn of a new industrial day, it is only natural that motor car manufacturers and dealers should proceed with great care. This is not a time for reckless gambling on the future, nor is it a time for over-conservativeness. Every American believes in the fundamental security and progress of American industry. No one doubts that the automobile industry will continue to share in this progress. But what of the immediate future? What of 1919? Let us see what the available facts indicate.

The conclusion may be stated first. The automobile business during 1919 is likely to equal, if not to surpass, the high records of 1917. It probably will be mid-spring before most of the factories will be in position to turn out cars in quantity. It may be mid-summer before capacity production is reached, but the production during the latter part of the calendar year is expected to make up for the time that is being lost now. If no untoward events of large and serious consequences occur, the production and sale of cars should reach the 2,000,000 car mark in 1920.

This conclusion is drawn from a study of the basic conditions governing the success of the automobile industry. These are, respectively, the general business prosperity of the country, the capacity or need and desire of the American public for cars, the possible development of a strong export demand and the availability of factory facilities, of raw materials, and of labor for production and sales. In the following sections the facts regarding these conditions are briefly outlined so that the reader may judge for himself of the soundness of the prediction just made.

Conditions Affecting Auto Industry

The agricultural sections of the country, excepting limited areas, never were more prosperous. The 1918 crops were excellent and brought high prices. The Government has guaranteed the present high price of wheat to continue throughout the entire year. At the present writing the winter wheat crop with an acreage the highest on record promises excellent production next summer.

There have been enormous sales of live stock at high prices. The Government has continued a fixed price for hogs. But in spite of the large sales of live stock, all reports indicate that there is a considerable increase kept on the farms over previous years.

The cotton situation has been complicated by the recent downward fluctuations in prices, but there is promise of a very great export demand during the coming year and prices probably will remain sufficiently high to yield splendid profits for the South.

For the coming year the demand for American foodstuffs and cotton are certain to run very high in European countries. They simply must have these products. We are called on to supply 20,000,000 tons of foodstuffs alone during 1919, nearly four times normal exportations. This demand, coupled with the need for supplying domestic wants, will tend to keep prices at high levels generally. The farms, then, and all industries and communities serving the farms are almost certain to enjoy a high degree of prosperity during the coming year.

Retail trade, hampered for a time during the past fall by the influenza epidemic, ran to high volumes before Christmas. Merchandise of nearly all kinds has been in strong demand. For the most part stocks in retail stores are low. There appears to be ample stocks of shoes and also certain lines of clothing. But hardware stocks are at least 30 percent below normal. Furniture and house furnishings are even lower. Groceries, particularly flour and sugar, are in great demand.

Reports from the wholesale trade indicated a slackening in buying during December, due to the belief among buyers that there might come a reduction in prices. Some reductions have been made, as in clothing and cotton piece goods, but the anticipated larger reductions have not materialised. With few exceptions there seems to be a shortage of all lines of merchandise, a shortage that it will take many months of production to overcome.

Collections are reported as excellent and the failure rate of business concerns in this country in November reached the lowest point known since such statistics were first collected in 1884.

The most difficult readjustments from war to peace in our business life naturally must be made in manufacturing. A number of industries, some of which were classed during the war as non-essentials, are now being revived. Mention may be made of a few of these lines.

During the war, building and new construction of all kinds was allowed to lag. Now, we may expect concerns manufacturing cement, brick, building steel, builders' hardware, plumbing materials, paints, varnishes, tools, etc., to begin production at once at capacity to supply the large demands that have accumulated. Similarly we may expect a rapid development of production in concerns producing house-furnishings, including floor coverings, draperies, curtains, furniture, gas and electric fixtures, stoves, washing machines and a multitude of other things needed in the homes.

Manufacturers of jewelry and silverware that have been largely restricted during the war will not find opportunity to get back to normal production, as will also manufacturers of musical instruments, toilet goods, stationery, games and toys. Cutlery, bicycles, typewriters, instruments, fine tools and other products made from the finer grades of steel and other metals, which during the war were restricted, will now resume operations as before the war. Many of the industries named above have already begun operations. Others have taken steps to begin at an early date.

Shipbuilding is going on and will continue to go on at a heavy rate indefinitely. It may not be long before it will be possible to get adequate supplies of rubber, ramie, jute, hemp, spices, tropical fruits, palm oils, cocoa, varnish gums, and other raw materials from abroad, much needed to place certain of our industries on a capacity production basis.

The Labor Situation

Most of the manufacturers and dealers have feared that a serious labor situation might develop following the signing of the armistice and the cancelling of contracts for munitions and other war goods. It was thought that a large number of employes in war work plants would be thrown out of employment and would have difficulty in finding work elsewhere. The demobilisation of the soldiers, it was also thought, would add to this difficulty.

Manufacturers undoubtedly would be well pleased to obtain cheaper labor, but any serious labor disturbance covering considerable portions of the country would be certain to harm the market for automobiles. Hence the automobile industry feels that its best interest coincides with a high wage market and little or no unemployment.

Though there are many difficulties to be solved in the readjustment of labor, it now appears that many of the earlier fears were groundless. Instead of grave over-supply and unemployment with attendant labor troubles, it now seems that labor supply will not be adequate, even when all the soldiers come home. Recent reports from the United States employment service show difficulty in supplying demands for labor.

Many of the munitions plants are rapidly passing into the manufacture of peace-time products and are holding large numbers, if not all, of their employes. Other munition workers, it appears, are readily finding positions in other concerns. At the present writing reports indicate shortage of labor, even in the large munition centers in the East.

In the Middle West, South, and Far West, industries are already on a peace basis. There were no munitions contracts involving entire industrial populations as in the East and no over supply of labor is reported from any section. The acute shortage of help on farms, in forests, in mines, and factories continuously reported from all over the Middle West during the past two years will absorb large numbers of workers before it can be remedied.

The returning soldiers are taking care of themselves most successfully. A considerable proportion are finding their old jobs open to them. Many concerns are giving priority to returning soldiers for such openings as they may have to offer. With the beginning of spring it is expected that a large percentage of the soldiers will be interested in the reclamation and agricultural projects that the Government is preparing to open up. Of the soldiers still in the service some will remain in Europe, some will go into trade and industries in foreign countries. In the development of export trade most American concerns are hoping to interest returning soldiers to join their organisations. The army itself will be kept considerably larger than it was before the war.

The explanation for the present low supply of labor is simple. During the last five years the industrial capacity of the country has been multiplied many times. This has caused a greatly increased demand for labor power. At the same time immigration, which formerly brought to our shores about a million people per year, was effectively checked during the war period. If there had been no war this country would have received during the past three years not fewer than 3,000,000 people from foreign lands, people who would, have been, under normal conditions, absorbed in our industrial system. The entire immigration for the years 1915, 1916 and 1917 did not equal the immigration for the one year 1914.

The increased demand for labor due to the growth of our industrial system coupled with the reduction of immigration has relatively reduced our labor supply to a point where it would take at least 5,000,000 or more workers to bring back the conditions of supply and demand for labor existing before the war.

The labor market outlook for 1919 is threatened by still further reductions in available supply of labor by possible emigration of foreigners expected to begin next spring. It is asserted on good authority that the commercial steamship lines are booked up to capacity for more than a year. These are people who have not become American citizens, who are still foreigners that expect to return to their home lands to assist in reconstruction and take advantage of the new opportunities which they believe will be open to them there. In view of the changed conditions in Europe and a possible ban on emigration from some countries, it seems likely that this emigration of foreigners from our shores will not even be offset by immigration for at least a year.

In view of the shortage of help in a large number of industries, including farming, mining, lumbering, and manufacturing, and in practically all lines that were restricted during the war; and in view of the present high costs of living which show little or no indication of reduction, there seems no likelihood of any immediate reduction in wage levels. Wages are certain to continue high as long as the supply of labor remains as inadequate to the demand as it is at present.

The Demand For Motor Cars

On June 30, 1918, there were 5,460,000 motor vehicles registered in this country. Of this number nearly 5,000,000 were passenger cars and the remainder commercial vehicles. The production of all kinds of cars during 1918, as may be seen in the accompanying table, exceeded 1,100,000. Had there been no war the production would have reached 2,000,000 cars.

Now that the war is over, the production will, it seems certain, go on as before, with the exception that the slackening for the year 1918 will have increased the potential demand for cars beyond what, would otherwise have been normal.

No space need be given here to any discussion of the place of the automobile in our transportation system. The automobile's load capacity, its speed, its almost infinite adaptability, together with its low cost of operation, make its use a matter of economic duty. Of the passenger car's applicability every automobile man knows. Of the use of the motor truck, it may be of interest to know that one manufacturer has taken a census of the users of its cars and finds them used by over 1,400 classes of business and industry.

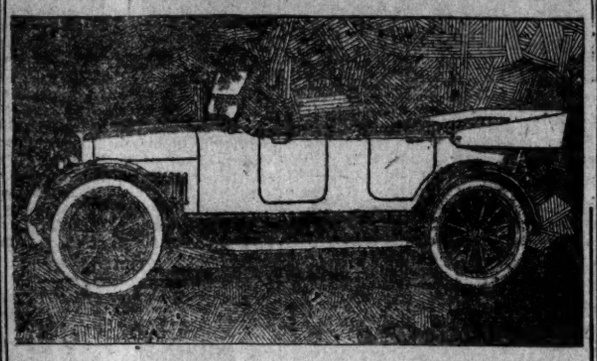
In discussions concerning the possible number of automobiles for which there may be a market in this country, it is customary to refer to the number of people, the average wealth of the people, the number of persons having stated incomes above $3,000 per year, and so on. All of such bases for computing the possible market for automobiles are fallacious.

Demand for automobiles no more arises from the number of people who receive incomes above a certain point than the demand for box cars, for telephone poles, for turbine engines, or for dictating machines. There may be some indirect connection in each case, but it is very remote. Consider how foolish it would be to quote statistics of box cars, of telephone poles, of turbine engines, or of dictating machines in per capita terms as automobile statistics are quoted. All of these items, including automobiles, are bought where needed and where their services will repay the purchaser above a similar expenditure made for other goods.

What determines the demand for an automobile is the earnings to be

(Continued on Page 8)

Studebaker



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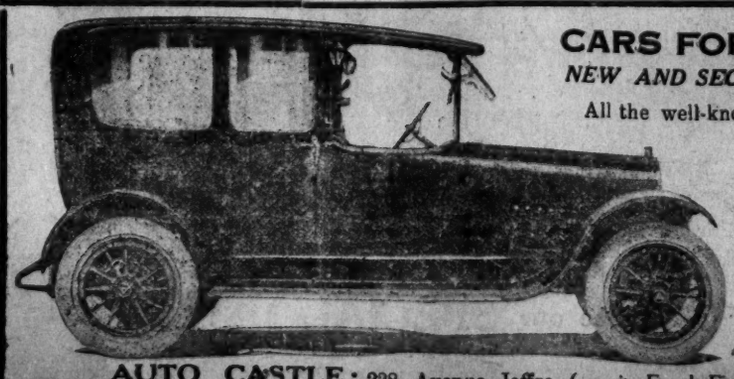

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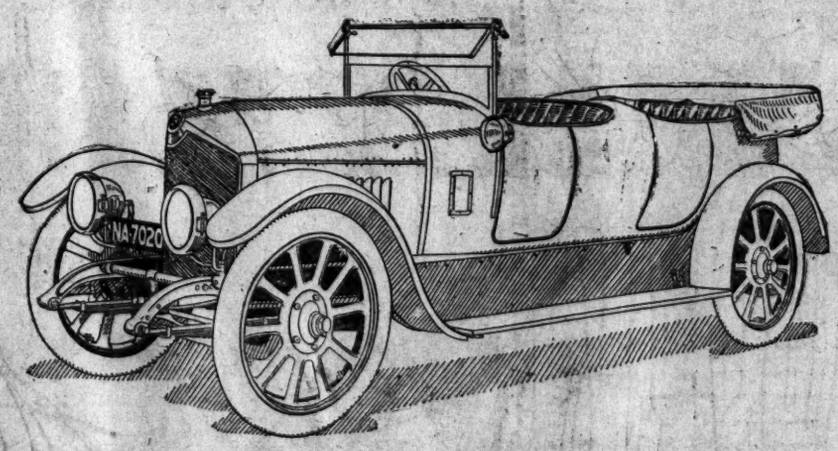

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In common with others, I have tried many of the auxiliary devices designed to improve the performance and efficiency of an automobile, but the result was more often unsatisfactory than productive of any desirable result, says am automobile owner.

My first experience was with the so-called automatic air valves, a device screwing into the intake manifold and designed to admit air to mix with the gas charge, proportioned to the suction from the engine. The device proved of no valve whatever with the carburetor properly adjusted, in fact made the mixture too lean at high speeds. By setting the carburetor at a point that secured smooth running when cold the use of the air valve increased the gasoline mileage twenty percent, but the increased figure was practically the same as with the carburetor set for a warm engine. The general experience was that the device is only beneficial where the carburetor is improperly adjusted.

But those devices designed to inject steam into the manifold have some real meritorious points. I have used one of those devices for over a year and still have it, although have never secured the results claimed for it. The claim is made that steam will remove carbon, but I have found this to be misleading. I have never been able to find that steam injection had any noticeable effect on existing formation, but once cleaned the continuous injection of steam will keep the engine practically free from carbon. The only way to use a device of this character is to clean the engine, then install it and the engine will be kept in good trim for a long time. The injection of steam will slightly raise the mixmum compression and give a quick-firing mixture and a snappier engine. In this respect you can liken the results obtained from steam injection to the noticeably improved engine performance in the evening or immediately preceding a rain storm.

I have also tried a few of the many gasoline energisers. What good there was in any of them was more than offset by the harmful effects on the engine. Most of these fuel energisers use camphor as a basic material. If these dopes are used for any length of time the champhor will badly gum up the piston rings and cylinders and may even cause the pistons to stick.

The best gasoline saver is the hot spot device on the manifold. This arrangement takes on a number of different forms, but they all make use of the exhaust gases to better vaporise the fuel. During the cool weather of this spring I have increased my gasoline mileage as high as twenty-five percent, to say nothing of the remarkably improved engine performance. A device of this character is absolutely necessary with present grades of fuel, all of the new cars being so equipped in some manner.

The claims made for many of the so-called gasoline savers are based on tests that do not represent the most general running conditions and therefore are apt to be misleading. The fact that some devices prove absolutely worthless does not necessarily condemn them all, but the great difficulty is in determining those with merit. Here, as in other cases, experience is the best and only teacher.

Exhaust Gas Poisoning

Many automobile owners prefer garages of their own, and a considerable number of them, with an eye to further economy, attempt to make their own minor repairs and adjustments. In the spring months the owner frequently becomes still more ambitious and undertakes to overhaul the entire machine. After the repairs are made or the overhauling finished, and often during the progress of the work, the engine is started and allowed to run for a time, in order to see if everything is in perfect order, or perhaps to warm up the garage. It is at this stage of the work that the greatest danger from exhaust gases arises.

There are a number of factors which influence the character and quantity of exhaust gases expelled from a gasoline motor. Incomplete combustion of gasoline is attended by the presence of poisonous carbon monoxide in the exhaust. The formation of carbon monoxide will be nearly or entirely prevented if the carburetor is adjusted so that the consumption of gasoline will be maintained at the lowest point consistent with the engine giving approximately its maximum power.

It is well known that carbon monoxide gas is a deadly poison. Investigators are agreed, for example, that the carbon monoxide content of the air should never exceed the twentieth of 1 percent; that air containing one-tenth of 1 percent is unsafe for more than a very short time; and that when the content reaches one-fifth of 1 percent the air is dangerous for man to breathe, and may even prove fatal. Quantities materially in excess of one-fifth of 1 percent quickly produce coma and death. Moreover, serious degenerative changes in the brain may follow the inhalation of this gas, even when there is an apparent recovery from the exposure to it.

Although it is difficult, or even impossible, to set a definite time limit for the carbon monoxide to take effect when the exact conditions are not known, experience has shown that only a comparatively short time is required, and that the dangerous symptoms appear almost without warning. An engine running under normal conditions, even with the garage doors and windows open to a slight extent, may generate carbon monoxide in such quantities that the limited air-circulation content below the danger will fail to keep the poison point. A person overcome under these conditions has but small chance of saving himself, since the continued running of the engine will increase the carbon monoxide present, after he has lost consciousness.

Evidence taken from persons who have been rescued in time to recover from the poisoning effects shows that the first indication of trouble appears in the form of vertigo or extreme dizziness, followed almost at once by partial or complete loss of consciousness. If the victim can reach fresh air before he becomes wholly unconscious, he can usually be revived in a short time. Hot stimulants and external applications of heat appear to assist him to recover. The important point, so far as immediate action is concerned, is to get out of the poisonous air and into the fresh air as quickly as possible. The services of a skilled physician should then be obtained.

WHEN CARBURETORS LEAK

If leaking of the carburetor is continuous, possibly dirty gasoline is being used, allowing dirt to get into the needle seat and preventing the needle from making a gas-tight fit. In this case, the carburetor should be flushed out thoroughly and proper precaution taken to see that dirt is removed. If the trouble has been of long duration, it is possible that dirt has ruined the inlet needle and a new needle will have to be installed.

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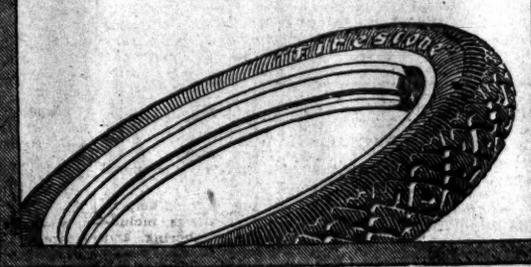

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What About 1919?

(Continued from Page 6)

derived from its use after it has been purchased. It is not what the automobile costs but what it will earn in money or service in proportion to what it costs that sells it to the consumer. If an automobile costs $1,000 and will bring better results than a similar expenditure of $1,000 made in some other way, then the automobile will be bought and should be bought.

The "saturation point" for automobiles depends, therefore, not at all upon the present earnings of the masses of people, but rather upon what the earnings will be of those who have need for this form of transportation. The "saturation point," and there is undoubtedly some such point at any given time, will not be reached until every place where the automobile can be profitably used will be filled.

Production Conditions

The cancellation of war orders occupying the attention of automobile manufacturers is rapidly setting them free to produce cars. Many concerns have added to their plants and equipment since 1917, and while it may not in all cases be possible to utilise the war work equipment without change, it will not take long to effect these changes. The productive capacity of the industry will by these additions soon be considerably greater than it was in 1917.

The war work enabled the concerns to keep their labor organisations together in spite of the drastic cuts in automobile production. The labor already in the employ of the companies, together with the former employes expected to return soon from the army, will put them in excellent position for car production.

Sales organisations are generally intact. Salesmen, in the army are expected to return to their respective companies, most of whom are holding positions open for them. Changes among distributors and dealers were notably small during the war. The marketing organisations are, therefore, in condition for effective work as soon as there are cars to sell.

The Steel Situation

Of all the raw materials used in the manufacture of motor cars steel is the principal one. Aluminum, leather, leather substitutes and rubber are other important factors. But none of these run into such amounts of money per car as does steel. Nor is there any grave danger of inability to procure necessary supplies of these items. What the steel market will be is of the greatest significance.

During the past year steel production reached the high level of nearly 35,000,000 tons. This, however, would not have been enough for army and navy needs if the war had continued. In consequence of the threatened shortage, the automobile industry as well as certain other steel using industries had been warned that there would be no steel for them as long as the war lasted. Now, happily, the needs of the peace industries will receive consideration.

It is probable, however, that there will continue to be large demands for steel in 1919, even with the war orders cancelled. Railroads which normally take nearly a third of the steel output will require enormous amounts for both extension and renewals. Shipbuilding, though already well supplied with stocks of steel, will continue to make heavy demands. Manufacturers of agricultural implements will need large amounts. The tractor industry alone will require enough steel to build 250,000 tractors in 1919 and over 400,000 in 1920, if present rates of production are continued.

There is said to be a shortage of pig iron and of steel in all countries of the world. Whenever transportation becomes available it is thought that large amounts of American steel will be exported to South America and the Orient.

No one knows just what demands will be made by Europe for reconstruction purposes. There are reports that France will want 5,000,000 tons of steel during 1919 and even that England may come into the American markets for 1,000,000 tons of pig iron. However, these reports are as yet but rumors.

All of the steel companies are said to have sufficient iron-clad contracts on hand for their products to keep them busy for several months.

What will the price tendencies be for steel? The costs of production continue high, with no immediate prospects of going down, but the productive capacity is rapidly increasing. Charles M. Schwab recently stated that the 1919 production of steel will reach 45,000,000 tons. Since the armistice was signed few actual buyers of steel have placed orders. The automobile manufacturers have been the most prominent. In several cases, it is understood, prospective purchasers have asked the steel companies to guarantee to refund differences in case of price reductions, but the latter have in turn asked that in case prices go up the buyers should meet the increases.

The profits of the leading steel companies during the past few years indicate that they are not struggling very near the cost of production line. They can unquestionably stand some reductions. There is a very general belief that the price will come down. Many large, prospective users of steel are delaying their purchases hoping for decreases. Certain leaders in the steel industry favor downward revision. On January 1 the government regulations may be lifted. If not, it seems likely that there may be some price changes downwards. In any case, somewhat lower prices may probably be looked for, but, it is believed, the reductions are likely to be moderate and gradual. Automobile manufacturers probably will attempt to supply their needs, so far as possible, on a hand-to-mouth basis. There seems more to be gained by going ahead with production and marketing than by waiting for price reductions.

Marketing Conditions

There are indications that the marketing of automobiles will not be without its difficulties during 1919. The problem of selling cars has been undergoing a change for several years, a change that probably will be more noticeable now than before.

Some years customers literally stood at dealer's doors in waiting lines, with cash in hand, demanding automobiles. Dealers bought cars from manufacturers upon the manufacturers' own terms and with little or no sales aid.

Even up to the year 1918 the work of the automobile salesman has been very largely merely to locate those who had made up their minds to buy some car and to try to sell such persons the particular car he represented. The demand for a car was already there in most cases.

This spontaneous demand for automobiles still exists, but not to such an extent as formerly. A remarkable proof of the essential need for the motor car is that fact that this spontaneous demand has continued so strongly up to the very present, up to the time when more than 5,000,000 cars have been produced and purchased.

The next great field of development of automobile use seems likely to come by showing the need for motor cars to a large class of people who do not know or who only dimly recognise their need for cars.

In many respects the automobile requires the same high type of sale service as a high grade specialty, such as an adding machine, a cash register, or a life insurance policy. There must be trained salesmen and efficient organisations, whether of dealers or of specialty salesmen, selling direct to consumers.

The cost of marketing automobiles is certain to go up. The percentage of the price the consumer has had to pay for his automobile up to the present is loaded with a relatively low sales expense. This is true for the reason that but little expense, time, or energy, relatively speaking, has been required in the sale of automobiles. Consumers have sold themselves. The big market of the future will be among classes who do not yet know that they need automobiles. Educating prospective customers is an expensive process.

There are also indications that the marketing of automobiles will be complicated by keen competition during the coming year. The cutting of prices recently by certain concerns probably may be rightly considered as but opening moves in the great struggle for new trade. The increased factory capacity, the accumulation of reserves, the maintenance of sales organisations through the war period by the big companies, all point to preparation for a real struggle sure to come.

Because of increased costs and increased competition, it is quite certain that more attention will be given in the future to the use of sales aids, particularly to advertising to help open the market and pave the way for direct selling. More money will be expended in these lines in order to get better results from the direct efforts.

Automobile selling is passing through the same evolution, though on a gigantic scale, as other specialty selling, namely, first, a period of experimental demand and sales; second, a period of supplying spontaneous demand; and third, the period it is believed the automobile industry is now entering of actually selling the product.

That automobile selling, taking the industry as a whole, is still primitive may be inferred from the fact that but few makers have as yet systematically employed advertising. A recent estimate based on the results of a careful survey indicate that the automobile industry expends less than one percent of sales for advertising and that very few concerns expend as much as two percent of their individual sales—very modest sums in comparison with what other and older lines of business, comparable to the automobile industry, expend. When the industry could not produce cars enough to supply the demand there was small reason for advertising. It now seems likely that, while potential demand is admittedly there, it must be cultivated in a more scientific manner than ever before. It seems certain that we shall not only have more but also better automobile advertising in the near future.

Forward!

In conclusion, the outlook for the automobile industry seems very bright. The basic business conditions are sound. The farmer, the retailer, the wholesaler, and the manufacturer are going to be very busy the coming year filling the wants of people. Supplies of practically all kinds are low and demand is strong, not only domestic, but foreign. Prices may be expected to break somewhat from their present high levels, but they are certain to remain relatively high compared with pre-war days. There may be localised difficulties in the labor market, but there is no fundamental reason apparent for believing that these difficulties will be unusually serious. If employers and labor leaders both exercise patience and common sense, the readjustments due to demobilisation will be effected with but little friction, and labor will find itself secure in high rates of wages.

All of these facts point to highly favorable prospects for the motor car industry. There will be difficulties to surmount, but so far as can be seen there is nothing to be gained and possibly much to be lost by postponing action in producing and preparing to sell cars.

Automobile Production In U. S.

Based on statistics collected and published by the National Automobile Chamber of Commerce, U. S. Bureau of the Census, and the U. S. Office of Public Roads

Year Ending 12-31	Total Cars Made	No. of Passenger Cars	No. of Commercial Vehicles	Total Cars in Use
1899	3,700	....	....	10,000
1903	11,000	10,620	348	....
1904	21,692	20,261	1,431	85,000
1905	25,000	24,400	600	....
1906	34,000	32,900	1,100	....
1907	44,000	42,300	1,700	....
1908	65,000	61,900	3,100	....
1909	126,593	121,861	4,725	400,000
1910	187,000	174,000	13,000	600,000
1911	210,000	185,000	25,000	677,000
1912	378,000	348,000	30,000	1,013,975
1913	485,000	....	....	1,258,062
1914	569,054	543,679	25,375	1,711,339
1915	892,618	818,618	74,000	2,445,644
1916	1,575,617	1,485,617	90,000	3,541,738
1917	1,878,000	1,718,000	160,000	4,941,276
1918	1,157,252	974,606	182,646	6,000,000 Est.
Estimates				
1919	1,900,000	1,650,000	250,000	....
1920	2,200,000	1,800,000	400,000	....

Why The Makers Of Parts Are Busy

Some years ago a prominent car manufacturer advocated the so-called assembled car, that is a car, built of units manufactured by parts specialists. The arguments in favor of the idea certainly are excellent, and being such we should expect to see practically the whole industry looking to parts makers, but in one instance at least more than half of the parts are made by the car makers themselves. It may surprise many to know fifty-three percent of the car manufacturers make their own engines in spite of the fact that we have an engine industry—the engine parts makers—capable of producing the best engines in the world price considered. We say that fifty-three percent make their own engines, but in a sense this should be qualified because this percentage includes a few makers who design an engine, have the castings and forgings and other work done outside the factory and then receive them at the plant for finishing and assembly. However, the fact remains that forty-seven percent of the car manufacturers are relied upon now to support the engine parts business.

Saskatchewan Leads Provinces In Autos

The Montreal Automobile Association has compiled the following statistics of motor car licenses issued for 1918 in the various provinces: Prince Edward, 504; Nova Scotia, 7,290; New Brunswick, 1,500; Quebec, 23,337; Ontario, 97,500; Manitoba, 22,214; Saskatchewan, 41,267, Alberta, 27,000; British Columbia, 13,500; Ontario has registered 7,000 trucks in addition to passenger cars.

RUST PREVENTION

When it is known that metal parts which are unpainted are to be exposed to the air for any length of time, proper precaution should be taken to prevent rusting. It is the usual thing to dry the part and protect it by coating with a film of grease or oil, but a large axle manufacturer employs a more certain method. The parts are covered with cup grease over which is wrapped a piece of special fabric. This latter is made by pasting a piece of absorbent paper against a piece of loosely-woven burlap. It absorbs moisture which causes the rusting. Any owner can make such fabric by covering a piece of fairly thick wrapping paper with a thin coat of tar or other sticky substance and then mounting the burlap on the sticky surface.

CUTTING CARBON

A good many motorists hold that a few teaspoonfuls of denatured alcohol squirted into the cylinders when they are hot, after which the engine is run fast for a couple of minutes, is the best carbon remover to be had.

This simply amounts to substituting denatured alcohol for the kerosene that is commonly used for this purpose.

A GOOD BODY POLISH

A good body polish can be made as follows: Take equal parts of boiled linseed oil and cider vinegar, shaking well to combine, apply with a piece of cheese cloth and rub dry with the same material.

GREASE THE TRANSMISSION

Pack differential and transmission with grease or oil every 1,000 miles.

The road is mightier than the pen in proving the quality of a tyre.

The records of big mileages run by Dunlop Tyres are concrete proof of this. No other tyre stands up to its work *quite* like the Dunlop.

For economy's sake, run on Dunlops now and always.

Special straight side covers supplied from stock.

DUNLOP
RUBBER COMPANY, LIMITED
Founders throughout the World of the Pneumatic Tyre Industry
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BRISCOE
THE CAR WITH THE HALF-MILLION DOLLAR MOTOR

Model 4-24
with
Full Equipment
and
All Conveniences
Two Extra Tires with each car

Riding in a Briscoe gives you that "chesty, good-as-the-next" feeling that adds a whole lot to the pleasure of motoring. It puts you in the envied class, instead of the other side of the fence. A real family car ought to be one that pleases the whole family—and that's just what the Briscoe does. Its handsome lines will take the fancy of every woman, no matter how critical she may be.

ARKELL & DOUGLAS, INC., Distributors: 38 Canton Road; Phone, Cental 2002

U.S. Truck Transportation To Be Highly Systematisea

Will Eventually Be As Regularly Handled As Rail Traffic; Thousands Of Men Needed

New York, January 5.—The long trains of Government trucks which came over the roads from the Middle West to the Atlantic seacoast for shipment to France have taught a valuable lesson.

Leaving the Ohio, Illinois, Wisconsin and Michigan towns on regular schedule, these convoys of military trucks, numbering thirty in most instances, passed over the roads Winter and Summer bound for Baltimore, Md., from which point many of them were shipped direct to General Pershing in France. It took the war to wake up to the possibility of overland transportation by trucks as an all-year-round proposition.

Already there is a national movement upon foot to keep the roads free from snow during the Winter, and to keep them under repair in the Summer time so that commerce can pass over the roads, regardless of the time of year.

It is needless to say that this opens up an industry which has an almost limitless future. The thousands upon thousands of tons of war products moved by these trucks over the roads, for they did not come over the roads empty, will be followed in the future by commercial produce transported in the same manner.

Not only have the road authorities learned to how to take care of the roadbeds in handling transportation of this kind, but the truck manufacturers have also learned to design their trucks to stand the wear and tear of the trans-continental trips.

Lessons Of War Learned

In no other lines are the lessons learned in war going to turn to such advantage as in the motor truck transportation business. The war will release thousands of skilled drivers who will ask nothing better than to be employed in the handling and direction of these trucks. Many of the men trained in army service will make highly capable executives for handling the road transportation system, which will soon be developed and systematised as highly as railway transportation has become in the past.

The Lincoln Highway, which now stretches from coast to coast and which is an improved road along most of its distance, has already become the main line for long distance trucks. Motor cars passing over the road between New York, Philadelphia and Pittsburg by way of Lancaster, York, Gettysburg, Bedford and through the Alleghanies encounter decreasing numbers of Government trucks and increasing numbers of commercial trucks which are now utilising the roads which were formerly thickly spread with truck convoys bound from interior points in this country to France.

The Lincoln Highway was almost as important a line of communication in transporting these trucks as the line between the ports of entry in France up to the American sector. In fact, a break in the interior line in the United States would have been almost as serious as a break in the lines over there.

Small Trucks Required

The long-distance hauling proproposition is not going to be confined to heavy trucks, but light, fast-moving trucks which are capable of taking their loads at twenty-five miles an hour through the open stretches of country, are going to be in demand. These trucks are going to have pneumatic tires and will be capable of handling light packages very efficiently. The United States mail service, instead of decreasing the orders for motor trucks at the conclusion of the war, has greatly increased them, and with the increase in commercial business, due to the broader utilisation of motor transports, the truck manufacturing business, as well as the distributing business, is just about coming into its own.

Announcement By The Buick Company Stabilises Prices

New York, January 5.—An interview with A. G. Southworth, local Buick distributor, makes certain that the purchaser of a Buick car between now and the end of the 1919 season is not running any chance that the price will be subject to further change during that period.

"I have just received a letter from the Home Office," said Mr. Southworth, "containing the revised price schedule effective January 1, 1919, covering the various Buick models during the remainder of the season. Four models have been reduced in price and the other two remain untouched.

"There has been considerable speculation as to what the Buick Motor Company was going to do about the prices of their cars, as the close of the war left things in such an uncertain condition regarding the price and quantities of raw material available, that a good many people felt it would be impossible for the really big manufacturers to find their bearings for some time to come.

"This prompt action on the part of the company shows that they have been able to clear the situation up sooner than anybody expected, and I for one am delighted with the announcement so early in the season.

"Their war orders, which have been demanding the major part of their energies, have been completed and the announcement of the present prices is evidence that the Buick Motor Company now has a measure of the situation and sufficient material is in sight that will permit laying out a definite building schedule, which again proves the buyer of a Buick automobile is at all times protected against unwarranted price changes.

"Order for Buick cars are piling up on us very fast, and I feel reasonably sure that we shall be able to take care of the greater part of them within a reasonable time. We shall continue to follow our old policy of filling orders, and will make every effort to see that no favoritism is shown our waiting list, which plan has worked out so admirably in the past.

"Buick enthusiasts appreciate the importance of this announcement, because all uncertainty has now been removed, both as to the possibility of getting Buick cars this year and the possibility of the prices being raised or lowered."

THE

Shanghai Horse Bazaar & Motor Co., Ltd.

— Established 1851 —

begs to inform its customers that a number of open and closed cars are now at their disposal for hire.

CHARGE:

Four Dollars per hour

MINIMUM CHARGE:

One Dollar 50 cents

No special service as office-trips or tiffin-trips.

For hire of cars please

Telephone to West 1213 and 1202

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CORD TYRES

BECAUSE of their unique construction (a foundation of rubber insulated cords, instead of canvas) Palmers have greater "life" and resiliency, cannot chafe, keep cool, give greater mileage, and Save Ten Per Cent. of Petrol all the while they are on the road.

Makers also of Tyres for Cycles, Rickshas, Motor Cycles and Aeroplanes.

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SHANGHAI.

Ford THE UNIVERSAL CAR

Keep Your Eyes Open

as you walk or drive along the streets and roads of the Settlements and

Count the Ford Cars

that spin past or stand waiting for their owners. We are not going to tell you how many

FORD TOURING CARS

have been sold in Shanghai, but the proportion in favor of the Ford is more than two to one.

WHY? Because they now cost only Tls. 825: because their appearance is smart: Because they are comfortable to ride in: because their upkeep and running cost is low.

Anybody can afford a FORD!

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BRITISH AERO PLANTS CHANGING OVER TO CARS

Expect Big Demand For Light Machine And Steady Call For Higher Priced Article

Several large aeronautical firms which have been engaged during the war in the partial manufacture and assembly of standard aeroplanes are turning their attention to the building of composite light cars, for which they consider there will be a heavy demand as soon as the petrol restrictions are entirely removed.

It is hard to say yet just what class of car the new motoring public will require, but at least one maker thinks it will be on the lines of "a Ford car that looks English"—which does not necessarily mean an American car built on English lines.

With all the skill and machinery available in the munition factories, a good practicable English light car should be quickly on the market, incorporating the salient points of Fordism and at something approaching the price. The makers of the high-grade machines—the Rolls-Royce, Daimler, Wolseley, and those others who cater for the £1,000 and upwards trade—will plod steadily on with a good following, but it is the small-car trade, if any, that will "boom." How many people have been putting "a little bit aside for a car after the war"?

The British pleasure-car trade has suffered considerably in the last four years, and may have slipped a little bit behind our less hampered competitors in the question of output but there is no reason to think it behind in the matter of design. In a little while the factories will be reinforced by an army of thousands of highly skilled automobile mechanics who have been trained in the hardest and most exacting school.

Engine designers and experts will be released from the Royal Air Force. Thousands of specialists in motor repairs and adjustments will come from the repair shops in France, and provided markets can be found overseas there is no doubt that any lost ground will be quickly regained.

The complete output of more than one motor factory for the year 1919 would be required to satisfy the demand for new cars on the part of British owners whose vehicles have been worn out in Government service during the war.

Cement Hood Covers

Persons who have had any experience with a hood cover of felt and leather or fabric during the cold winter months know that it usually ruins the finish of the hood. The dust accumulates between the cover and the hood and then grinds the finish away. On the other hand, the cover over the radiator seldom does this because it is so much narrower that it may be held tighter and can not scuff up the finish. One way of insulating the hood from cold which recommends itself on account of its elimination of the big felt cover is to line the inside of the hood with an insulating material. The asbestos composition used by furnace men to cover the hot air pipes is ideal for this purpose. It can be applied to the interior of the hood with a special cement and not only acts as an insulator against cold but a heat retainer, as it can be made to cover the louvers in the hood. You will also notice when driving over a frozen road that the hood rattles in a very annoying way. After it has been covered with this asbestos paper almost all the rattle and rumble will be gone. It is a fine sound deadener. It also preserves the finish of the paint by keeping the motor heat from drying off the snow and sleet if the car is driven in stormy weather. When summer comes just cut through the asbestos paper wherever the louvers are and you will have a hood that will hardly rattle and yet keep the motor as cool as normally.

Y.M.C.A. Auto School Open To Enrolment

Enrolment for the courses of instruction offered by the Y.M.C.A. Automobile School can be made now at the Y.M.C.A., it is announced. The course can be completed in one month, it is stated, including class instruction in driving, lubrication, care of tires, batteries, cleaning engine and body. A charge of $50 is made for the course and the school offers to refund 50 percent of the fee in the event of the learner not being able to obtain a license at the end of the month, or 20 hours of private lessons.

The school has at its disposal at present one six-cylinder car, one Ford, and a complete set of tools for minor repairs. The lessons will be conducted under the tutorship of a foreign instructor and a Chinese assistant.

The Ideal Combination For Chassis Lubrication

The question of chassis lubrication is one which most motor car designers seem discreetly to have sidestepped so far, writes an expert. It is true that on the average car grease cups and oilers have been stuck on here, there and everywhere, wherever the designer thought them necessary, but that does not solve the problem. In the first place, there are altogether too many grease and oil cups to be filled on the average car, and secondly, there still are several points requiring lubrication which have not been provided with adequate means. I refer to the springs especially, although there are numerous brake connections and similar parts on most cars which are in the same category.

Roughly speaking, there are four principal methods of lubricating chassis parts—individual grease cups, individual oil cups, a multiple oiling system and so-called "oilless" bearings. Of these the third, or multiple oiling system, may be dismissed from consideration at once, as it is complicated, expensive and heavy, and liable to get out of order.

Grease has been considered the best lubricant for slow moving parts of limited travel, but is not suitable for use on exposed chassis parts because it is liable to carry dust and dirt into the bearings. Moreover, it is a difficult and dirty job to fill numerous grease cups, and the average owner is very prone to neglect them, to the detriment of the car. Grease is probably the best lubricant for the universal joints, however, as they require refilling only once or twice a season and are well protected from mud and dirt.

Oil is much better than grease as far as ease of handling is concerned, as it is far easier to fill small oilers from an oil can than to pack grease into a number of grease cups. Oil may also carry dirt into the bearings however, unless care is used in cleaning all oil cups on the chassis before filling them.

The so-called "oilless" bearings, consisting of anti-friction metal impregnated with graphite or some similar lubricant, probably will be found to be the final solution of the problem, especially for small, inaccessible bearings. Here, again, however, precautions must be taken to exclude dust and dirt from the bearings.

I believe that the ideal chassis lubricating system will consist of a combination of grease and oil supply, and oilless bearings. The grease would be used in the universal joints. The majority of the chassis parts would be lubricated from a few main oil reservoirs located on the spring shackles, steering knuckles, etc. These oil wells should be dust proof and should hold sufficient oil for one or two months at least. All nearby parts would be lubricated by wick feed from these reservoirs, the spring being supplied from the overflow from the spring shackles.

The small moving parts not supplied from the main reservoirs would be fitted with oilless bearings. The clutch bearings should be lubricated by means of a large grease or oil cup, accessible without removing the floor boards.

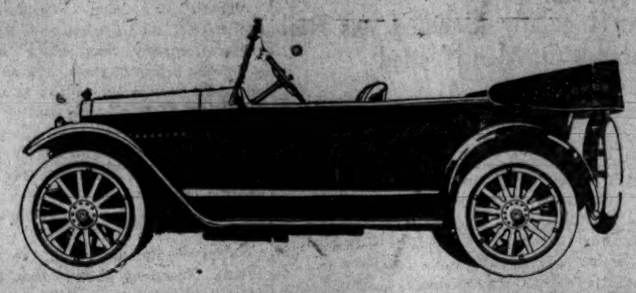
Such a system would provide adequate lubrication for all moving chassis parts, and would require the minimum amount of attention from the owner, as it would only be necessary to fill a few main oil reservoirs, probably not more than eight or ten at the most, about once every two or three months, and, of course, to have the universal joints packed with grease once or twice during the season.

WHEN REMOVING CARBON.

The idea for a cover for the cylinder block to keep carbon from getting into the water jackets and bolt holes, while scraping carbon off the tops of the pistons is recommended. But, as carbon removal is a fairly frequent operation, it seems that it might be worth while to make this covering plate of thin sheet metal, rather than cardboard. Then it could be used repeatedly. If the holes in this sheet metal were accurately cut to fit the pistons—these pistons would probably hold the metal shield in place, without the necessity of using bolts.

REPAIRING BRAKE SHOES.

When brake shoes are worn, it is the usual custom to replace them with new parts, but if these new parts cannot be obtained, an excellent repair can be made by bending a piece of soft steel to fit around the cam. This should be about 1-32 inch thick, the same width as the brake shoe, and should be bent to fit snugly over the cam. When the wheel is in place, this bushing cannot drop out of position, and so there is not much danger of it coming off.



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Your Car is No Good!

If a man told you that you'd argue the point, wouldn't you? Of course, any car you can afford to buy and to operate is a good investment—but does the investment remain good?

Is Your Investment Protected?

An investment without protection is like a building without a foundation—likely to topple any time. Yet there are motor-car owners in Shanghai who do not carry accident insurance. Their investments may "go smash" any time. Insure your investment!

MAKE YOUR CAR GOOD!

XS POLICIES PROTECT

C. E. SPARKE Insurance Office

Agent, Excess Insurance Co., Ltd.

WHY SHOULD HE WORRY?
HE HAS AN "XS POLICY"!

Car's Electric Efficiency Depends On Care In Tests

Methods Of Fiat Factory Illustrate Necessity For Attention To Lighting And Ignition Systems

Success in motor car electrical work depends very largely on the care which is bestowed on the testing of individual parts during the course of construction and when completed. In both ignition and lighting systems the most minute defect of workmanship or material is capable of destroying the usefulness of the whole. Hence the necessity of a progressive system of control, with tests completely covering every stage of construction, so that no part of the mechanism shall pass to a higher stage until it has been thoroughly tested.

There is no doubt that it was owing to a "genius for taking pains" that our enemies succeeded, before the war, in getting such a strong hold of the market for ignition and electrical appliances. It is only by adopting the same methods that the Allies can maintain the freedom they have secured during the war.

As an example of the painstaking care necessary in electrical work, the methods adopted in the Fiat factory are interesting. This firm decided that all its cars should have both electric lighting and starting, and immediately set to work to build up an important electrical department.

In every branch of the electrical works there is an inspector who controls the quality and workmanship of every article, according to a system common to the whole factory. In addition to this there is a special laboratory for purely eletcrical tests. Thus, in order that there shall be no doubt as to the quality of the insulation, every collector, armature and winding is passed through a measuring apparatus. The winding of the armature of the electric dynamos and motors is examined in a special way by means of a magnetic field fed by an alternating current which produces induced current in the single spirals. These induced currents show by their intensity if there is any defect in the armature winding or in the insulation. It is only after having been passed as perfect by the laboratory staff that the armature windings are allowed to be assembled.

The individual components having successfully passed their tests, the completed electric motor is mounted on a bench and tested by means of an electro-magnetic brake on the Pasqualini patent. During this test the electric motor is made to run under maximum load. Following this there is a separate test of the engagement and disengagement of the starting pinion with the gears cut on the flywheel. Instead of a petrol motor, there is an electric motor fitted with a flywheel similar to that used on the cars. The starting motor is clamped down to a bench and the engagement of its pinion with the electric test motor is noted. The use of an electric instead of a petrol motor for this test enables the resistance to be varied at will and provides complete accuracy of control. After having gone through the load and starting tests each electric starting motor is sent back for expert examination.

The current regulators, the cut-out, electric horns, the tremblers, all of them important accessories composed principally of a winding of fine wire with multiple spirals, are examined separately with a view to proper insulation. The two main regulators are enclosed in a metal housing to which the eleven wires for the lamps, horns, etc., are connected. After being adjusted, each regulator is inserted between a dynamo and a storage battery and practically tested in order to see that it operates correctly under varying engine speeds and various intensities.

The most interesting test is that which includes the dynamo, the lamps, all the electric instruments and the wiring. Sets of 14 dynamos are mounted on a special stand and are driven by their own belts from shafting. Each dynamo supplies current through storage batteries to the full set of lamps used on the car, with the regulators, fuses, ammeter and voltmeter forming a part of the car equipment. In other words the complete equipment as it will be established on the car is put under test. The dynamos are run at varying speeds, in order to correspond to the actual work on the car, for a period of two hours. During this time the dashboard instruments, which are mounted on a bench opposite the dynamos are subjected to as much vibration as they would undergo with the automobile engine running at full speed. The vibrations are obtained by attaching the instrument board to a shaft with an unbalanced flywheel.

There is a final test which is only possible when the car manufacturer makes his own electrical appliances. The regulator and cut-out are mounted on the front of the dashboard, the ammeter and switch are mounted; all the wires are cut to the right length and the terminals made, so that the dashboards go to the assembly shop with the electrical work fully completed. The assemblers merely have to bolt the dashboard in position and connect the wires to the lamps, the dynamo and the battery. But before these completed dashboards are sent out of the electrical department they are tested by connecting up the wires to a standard set of lamps, dynamo and battery, and operating them for a short time. This avoids all possibility of a defective installation finding its way to the assembly shops.

Finally the road testers verify the general working of the electric installations when the chassis are taken out for their general road trials.

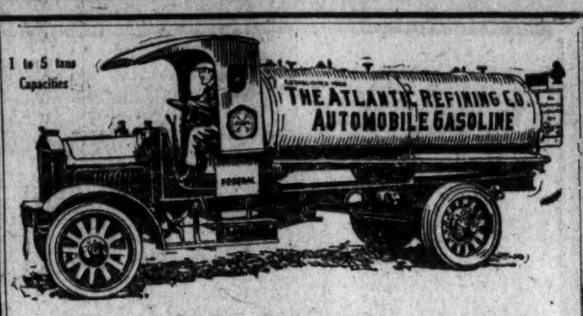
COIL CAPACITY

The ignition coils commonly in use are made for the voltage that is obtained from five or six dry cells. If a greater number than this are connected up in series, under the mistaken idea that there will be greater efficiency, the probable result will be the burning out of the condenser and consequent ruin of the coil.

FOR NEXT SUMMER

A cheap and effective protector to keep the front floor boards cooler in summer consists of a piece of heavy canvas or duck, about ten inches wide and eighteen inches long, tacked lengthwise and to the center of the front floor boards.

The canvas does not rattle, is flexible, does not interfere with the action of the pedals, and keeps the floor boards much more comfortable. One should be careful to cut off the corner of the canvas near the exhaust pipe so that the canvas will not come in contact with the exhaust pipe and be burned.



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Compare the cost of hauling by team—as against a Federal lorry—and you'll be surprised at the large saving!

Federal lorries are today saving money for thousands of owners in all parts of the world. It is the lorry most preferred because of its solid construction, its sturdiness, and its ability to keep on working under all conditions of roads and loads.

1 ton	$1900	2 ton	$2600
1½ ton	$2350	3½ ton	$3350
	5 ton $4400		

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Factory—Detroit, Mich., U.S.A.

Foreign Department—18 Broadway, New York

Just Like New!

Dirty, gloomy, dust-catching furniture can easily be restored to its original beauty and charm with Johnson's Prepared Wax. Has your mahogany furniture a bluish, cloudy appearance? An application of

JOHNSON'S PREPARED WAX

will quickly and permanently remove it—at the same time imparting a hard, glasslike surface of great beauty and durability. It protects the varnish—adding years to its life and beauty; covers up mars and small surface scratches. It cleans and polishes in one operation.

Johnson's Prepared Wax contains no oil—never gets soft or sticky in warm weather, consequently does not gather dust or show finger prints.

Use it on your piano, gramophone, furniture, floors and woodwork, linoleum and leather goods.

Use It On the Motor Car

When used on the motor car it preserves the finish and protects it from the weather—prevents checking—sheds water and dust and makes a wash last twice as long.

Insist on Johnson's Products from your dealer

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Racine, Wisconsin, U. S. A.

Arts & Crafts, Ltd., Shanghai

There is a Reason for Everything

Here are FOUR REASONS why you should own a

BUICK CAR

THE ECONOMICAL GASOLENE CONSUMPTION CAR

Reason No. 1

BUICK DURABILITY

No motor car is more sturdy than the Buick.

There is the highest possible percentage of drop forgings throughout the car. The materials are the best that mohey can buy. The workmanship is unexcelled.

Thousands of users bear witness to the wearing qualities of the Buick Car.

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BUICK POWER

The Buick is supreme for power because of its matchless Valve-In-Head six cylinder motor.

Nothing so adds to motoring pleasure as power and nothing so detracts from that pleasure as the lack of power.

The ever increasing demand for Buicks is due, more than to all other factors combined, to the ever widening knowledge of this great motoring truth.

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There is a refinement about the latest Buick Cars which stamps them as motor car thoroughbreds.

The artistic blending of curves into "stream lines" shows the craftsmanship of the master artist.

Every detail of body finish harmonizies with the beauty of the body lines.

Reason No. 4

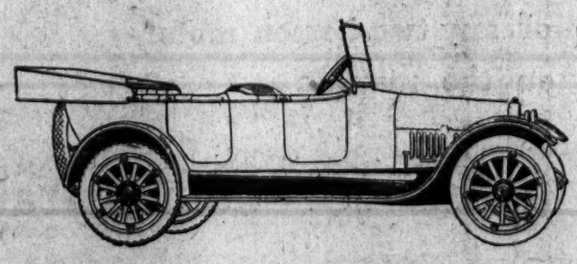
BUICK PERFORMANCE

A Buick Car still in active service has a mileage record of 272,800 miles.

This car has traveled a distance equal to more than ten times around the world, has used more than three hundred tires, and has consumed more than fifteen thousand gallons of petrol.

Where in the world can you find another car to equal this performance?

B U I C K



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of riding in trams and rickshaws?

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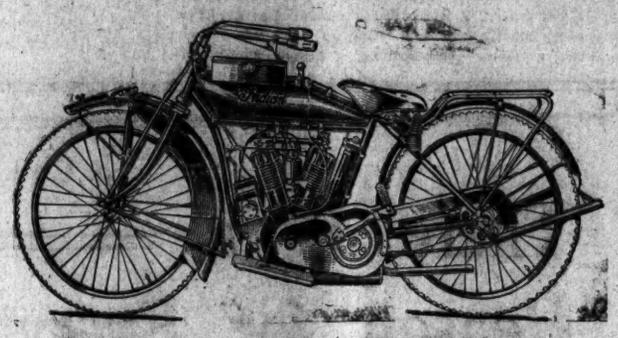
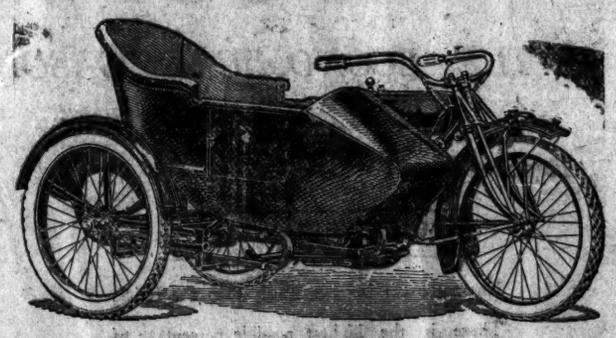
THE INDIAN  Motor Cycle

will take you anywhere, in or out of Shanghai, at trifling cost with the pleasure and excitement of motoring thrown in. It means independence of stuffy street cars and slow, dirty rickshaws; it means going where you like, when you like.

THE INDIAN  Motor Cycle

with Side Car

embraces all the luxuriant riding ease required for motoring, at a low initial cost within the means of everyone. Note the exclusive streamline body of the side-car, which, with its deep cushions and ample room, affords the acme of comfort. Its outward appearances, also, is highly attractive.

The Indian Powerplus Motor Cycle with Side Car is the lowest in actual operating cost and upkeep of any two-person motor-propelled vehicle on the market.

It will average from 35 to 40 miles to a gall n of gasoline and a quart of oil. With but three tyres, the expense of tyre renewals is minimized. It requires but little space for storage.

Ask for demonstration and particulars

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THE STAR GARAGE
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SHANGHAI, SUNDAY, FEBRUARY 23, 1919

SURPRISE SPRUNG BY RECS ELEVEN

Gives SoconyTeam Hard Trouncing By Score Of 6 To 0 In Skottowe Cup Match

POLICE LOSE GOOD GAME

Beaten By St. Xavier In Exciting Encounter In Semi-Finals For Cup

Contrary to expectations, the game between the Recreation Club and the Standard Oil team in the Skottowe Cup series resulted in a remarkably easy win for the Recs, by six goals to nil. A very large crowd of spectators turned up in anticipation of seeing a capital tussle but were soon disillusioned early in the struggle, the Recs playing all over their opponents.

The Socony men were unfortunate in having C. Sofoulis off the field after the game was ten minute's old, their forward line being completely disorganised. The Recs were playing brilliant football, the combination of the forwards being wonderfully convincing. There was an utter absence of selfishness the ball being swung from wing to wing in rapid transfers.

Socony Defense Overwhelmed

The Socony defense was simply run off its feet and Sequeira was kept busy dealing with awkward shots. The Recs' shooting was faulty, the ball being continually ballooned over the bar. Alex. Sofoulis was responsible for the opening goal as he scored with a beautiful dropping shot in the extreme corner of the net. Ten minutes later the same player brought off a sensational solo effort, beating man after man and finally swishing the ball into the goalmouth for John Wade to foot through. This was all the scoring in the first half with the Recs improving all the time. The second half was very uninteresting, as there was only one team in it. A. V. White scored a third point with a very fast drive. John Wade put through a fourth from a well placed corner shot. By this time the Oil men had fallen to pieces and were completely outplayed. Their goal was continually bombarded, Sequeria bringing off many splendid saves. A fifth goal from Alex. Sofoulis saw the going out of what little interest remained. Manley then strained a muscle and left the field, soon to be followed by White who suffered from a similar complaint. Cooke then broke through and banged in a sixth and final goal. With two men away, the Recs still retained the upper hand and had they only exerted themselves a little would probably have registered a double figure score.

Sofoulis often beat the whole field but did not seem very anxious to score. The Standard Oil team certainly gave a very feeble exhibition and disappointed their supporters. They played from the start like a beaten team. In the opinion of many the Recs played football "par excellence." It was football of the most exhilarating order. The whole team shone—this cannot be said of the Socony players. Mr. Fulton gave a fine demonstration of a referee's obligations.

St. Xavier's Beat Police

In the semi-final round of the Skottowe Cup the St. Xavier's and Police teams met on the S.F.C. ground yesterday afternoon and after a great 90 minutes struggle the St. Xavier's boys won by the lone goal of the match. This occurred some 16 minutes after play was resumed in the second half, A. Guttieres easily netting the ball after Howells had saved a shot from J. Guttierez and then lost control of the ball.

The first half was fast from the word "go" both teams struggling hard to obtain a point but the whistle blew with neither goal penetrated up to the interval. Once Robertson had a fine opportunity to score for the Police when Westcott centered finely, but "Johnny's" shot cannoned off the legs of Favacho and all danger was averted. The ex-school boys narrowly missed scoring upon two occasions, when A. Guttieres shot yards wide with an easy opening and when Aguiar shot tamely into the hands of Howells when only the goalkeeper stood between him and his object.

The second half was equally as interesting as the first, the ball traveling from end to end with lightning rapidity, but in this motley the Police showed distinct signs of falling away and towards the latter period of the game, the St. Xavier's had most of the play after the goal

(Continued on Page 2)

Smiles from the Mixed Court

Facially embellished by a swollen eye and clutching tightly in his fingers a doctor's certificate, Wong Yoong took the witness box in the Mixed Court yesterday to make denunciation against Ting Wong-tshien, who occupied the prisoner's dock.

The facts, said Wong, were these. He was connected in a business way with a mill down on Tongshan Road and up to a few days ago he was not even aware that Ting Wong-tshien so much as formed an atom in the conglomeration encumbering this mundane sphere. On the date referred to, however, he did notice this person on the mill premises and from then on for the next few hours Ting seemed to have no other thought than to impress his existence on the witness. Everywhere he turned he saw Ting. As Ting had no connection whatever with the establishment and had absolutely no business on the mill premises, Wong said, the situation finally get on his nerves and he told the interloper to stop fooling about the place and go somewhere where his presence would be more appreciated.

The next day, Wong continued, while he was walking down the road on his way to work there suddenly flashed up around him a fine burst of varicolored fireworks. He next realised that he was reclining on the ground, holding a hand to one of his eyes, while above him stood Ting, pensively sucking a couple of skinned knuckles. Having surveyed the situation and wiped the blood from his eye, he called the police.

Ting in reply assured the court that this was a highly garbled and mendacious version of the facts. He had most certainly not punched Mr. Wong's eye. Why should he? He had nothing against this estimable mill man. No rancor harbored in his heart following his being kicked out of Wong's mill. He had no feeling toward Wong other than that of boundless goodwill and respect. How then could he have committed this outrage of which he was accused?

So said Ting, but there was Wong's eye and there was the doctor's certificate as to its disability and, moreover, there was a witness who saw the disability acquired. So Ting got three months.

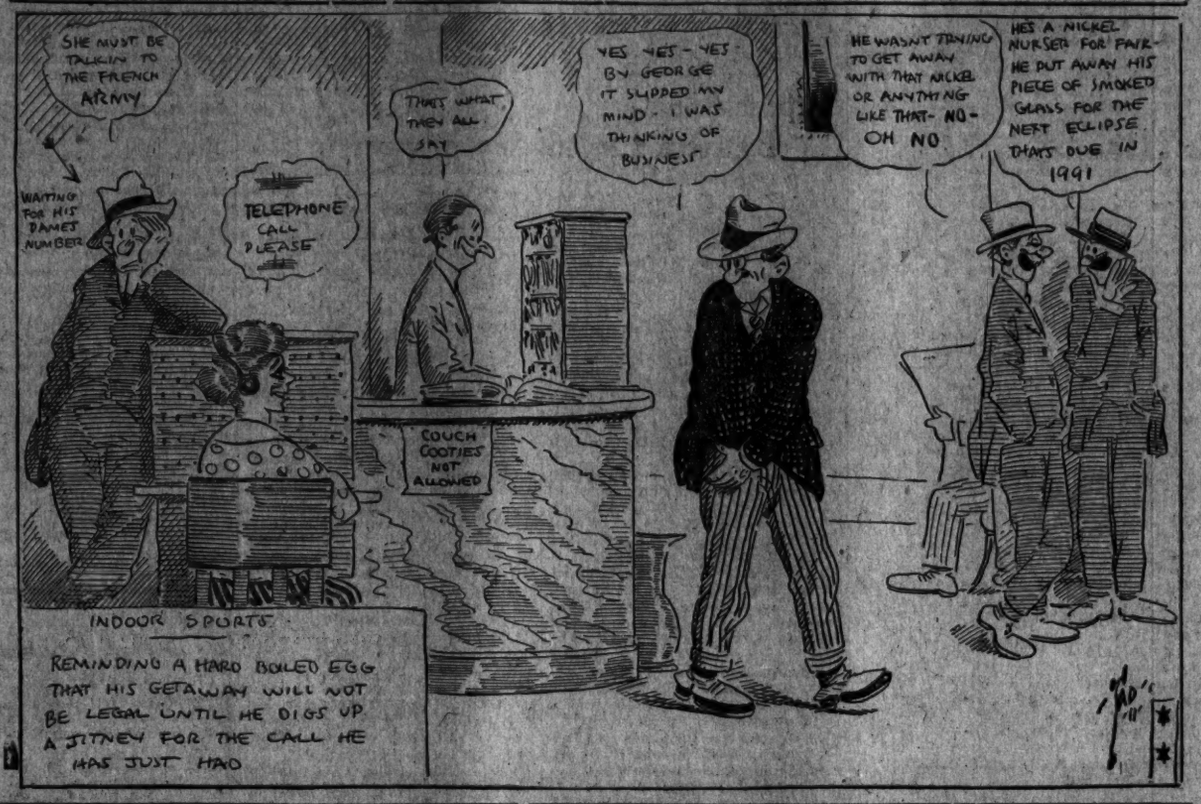
Hatching Consequences

A quantity of eggs, 2,000 to be exact, were recently found to be missing from the home of Fee Wong-dzung, who deals in such commodities. Shortly thereafter it became noised about that Fa Ah-ling was doing a flourishing business in the wholesale henfruit line. Now it was well known in the district that Fa had not a hen connected with his household and moreover that he was not a man of means. So there was considerable neighborhood comment and eventually Fa was given an opportunity to explain his sudden advent into the provision market to the court. Fa said it was perfectly legitimate. The eggs had been stolen, certainly, but not by him. By Ah Yui, who had realised $28 thereby, and had only given him, Fa, $3. The court, being more generously disposed, gave him three weeks.

Caesar Also Was Ambitious

Pen Siau-tsz broke into the dwelling of Kyi Tz-ching on Kiukiang Road and rifled the wardrobe and till. The proceeds of his visit were one pair of shoes, 2 satin jackets, a skeepskin lined gown and $76 in money. But $52 of the latter was in coppers and the rest in small silver. Thus ballasted Pen got only as far as the first corner before the Kyi family and the police descended upon him, en masse. They all seemed to be glad to see him and their greeting was impulsive, not to say demonstrative. Pen will pass the next six months recuperating and will then be repatriated to the country.

INDOOR SPORTS By Tad


SHE MUST BE TALKIN TO THE FRENCH ARMY
WAITING FOR HIS DAMET NUMBER
TELEPHONE CALL PLEASE
THAT'S WHAT THEY ALL SAY
YES YES - YES BY GEORGE IT SLIPPED MY MIND - I WAS THINKING OF BUSINESS
HE WASN'T TRYING TO GET AWAY WITH THAT NICKEL OR ANYTHING LIKE THAT- NO- OH NO
HES A NICKEL NURSER FOR FAIR- HE PUT AWAY HIS PIECE OF SMOKED GLASS FOR THE NEXT ECLIPSE THATS DUE IN 1991
COUCH COOTIES NOT ALLOWED
INDOOR SPORTS
REMINDING A HARD BOILED EGG THAT HIS GETAWAY WILL NOT BE LEGAL UNTIL HE DIGS UP A JITNEY FOR THE CALL HE HAS JUST HAD

At The Theaters

Charlie Chaplin and Mary Pickford, the two highest paid moving picture actors in the world, will be screened at local theaters this week. Chaplin is at the Apollo beginning tomorrow night in his now-famous film, "Shoulder Arms," a comedy which burlesques the life of a doughboy both in camp and in action. Mary Pickford will be seen at the Olympic Theater in a modern and original version of "Cinderella." The picture will be screened this afternoon, tonight and tomorrow night.

Tonight offers the last opportunity to see Bertha Kalich in a Fox feature, "Ambition," at the Apollo. A Vim comedy, "Sleuths," Pathe's British Gazette and an American War News pictorial round out the program. This afternoon the final episode of "The House of Hate" will be shown.

At the Victoria Theater the management announces House Peters and Myrtle Stedman in "The Happiness of Three Women," an unusual society story. Beginning Tuesday night the Victoria bill will be headed by "Ultus" in "The Secret of the Night." A late Chaplin film will also be screened.

Serials again hold the boards at the Isis Theater. This afternoon the seventh and eighth episode of "The Mystery Ship" and the fourth episode of "The House of Hate" will comprise the program.

Four instalments of "The House of Hate"; the fifth, sixth, seventh and eighth, are to head the Isis program beginning tomorrow night. Comedy films will also be shown.

There will be no picture show at the Isis tonight as the theater will be used for the Jewish concert.

CHAPLIN AT THE APOLLO

"Shoulder Arms," to be shown at the Apollo Theater beginning tomorrow night as his second million dollar picture made for the First National Exhibitors' Circuit, is a clever intermingling of laugh-provoking burlesque on trench life with deft touches of the drama and pathos of war.

Taking the ludicrous happenings in the life of the average doughboy as the embellishing action, the famous comedian has injected into the story of "Shoulder Arms" an occasional suggestion of the tragedy and grief of war in the devastated portions of Northern France. This makes an unusual combination in Chaplin comedy portrayal, and serves to heighten the effect of the numerous situations.

The story pictured in "Shoulder Arms" takes Charlie through all of the training experiences of a recruit and then blows him into a first line trench, prepared for action with an armament by which he could be mistaken for a soldier, a cook, a chambermaid, a milkman, a valet, or a plumber.

This equipment constitutes his idea of what a doughboy should have and doesn't get. He is prepared for every exigency, from cooties and rats to the flooding of his dugout.

'The Gondoliers' Thursday Night

After a neglect of many years the Amateur Dramatic Club will produce Gilbert and Sullivan's comic opera, "The Gondoliers." The choice is an excellent one, the piece combining as it does a merry little plot, witty dialogue and some really sparkling music. The opening performance is on Thursday night.

A great deal of work has been given to the chorus and much of the success of the show will depend upon it. I have seen a number of rehearsals and heard all the music and I do not hesitate to say that for balance and tone the chorus is the best I have heard during the last half a dozen years. Every member of the big chorus will tell you that their excellence—and they are excellent—is due to the capable and untiring efforts of their music director Mr. R. C. Young. His patience has become proverbial and he has Job beat to a frazzle.

The ladies' chorus which opens the show, "Hist and learn," gives a foretaste of what is to follow. The "Gay and gallant Gondolieri" number is followed by a big ensemble, "Fate in this has put his finger," which is bound to rouse the most lethargic audience to enthusiasm. At the end of Act 2 there is the grand chorus, "Away we go to an island fair." This is fine and what is more Mr. Young has made his willing singers say their words so well that they can be heard—some achievement. Among the good things in Act 2 is the chorus "Here we are at the risk of our lives;" the "Cachucha" chorus and dance and the dramatic finale, whatever the acting may be like the musical part will be a treat.

Now a few words about the principals. To begin with everyone has a good voice and for weeks past everyone has been doing his or her best to suit their actions to their words. The work among the ladies is pretty well equally divided. Mrs. Brayson—I always remember her as Dick in that spectacular pantomime "Dick Whittington"—is in splendid voice at present despite the effort of our weather to spoil it. She simply revels in the part of Gianetta and enjoys it every bit as well as the audience are sure to do. Tessa is in the hands of Mrs. Ashton. This is her first big part locally and her beautiful and full contralto voice is always a joy to listen to. Mrs. Isherwood needs no introduction—she both acts and sings the part of Casilda to perfection. I remember picking Mrs. Matheson out as an easy winner when she played the part of Orestes in "La Belle Helene." In "The Gondoliers" she is the Dutchess and handles the role very cleverly, smaller parts are being sung by Mrs. McMeekin, Miss Brodie, Mrs. Moller and Mrs. Ashley.

The mere men are all doing well. Mr. Odell, who has come up from Foochow especially to take the part of Marco, has been working tremendously hard to do it justice. His tenor voice is sweet as well as powerful. He has to sing the well known, song, "Take a pair of sparkling eyes," and he does so in first rate style.

Giuseppe has Mr. Loehr as his exponent. Mr. Loehr is another newcomer to the A. D. C. he has a big baritone voice and can act well. I look forward to his making a most successful debut. Who else would the "Grand Inquisitor" be but Mr. Bert Stormes? I need not say any more upon that score. The Duke calls out yet another newcomer in Mr. Feast, Mr. Young reckons he has proved invaluable during rehearsals. His knowledge of the music has been a tremendous help to the chorus and I don't think there is a male part in the show that he has not filled in at some time or other. I should like to mention here how much conductor, producer, principals and chorus have appreciated the way Mrs. Feast has played all the accompaniments during many rehearsals.

It is good to see one of Shanghai's old favorites back again on the boards in the person of Mr. N. G. Maitland. I remember seeing him finish up a series of triumphs some seven years ago when he took the tenor part in Madam Thue's production of "I Pagliacci." Now he enters the theatrical arena again in the part of Luiz and shows that he has neither forgotten how to act or sing.

So much then for the principals. Special scenery is being built and painted by Mr. Papini and it can very safely be prophesied that this department of the production will be a complete success. Mrs. Berthet took in hand the costumes some weeks ago and so well has she hustled that principals and chorus are provided for and the color scheme provides the play with a big asset. On and off the stage the popular veteran Mr. G. R. Wingrove has lent the producer the benefit of long and successful experience and a good deal of any credit that the audience might give must go to him and Manager Armstrong, "the property wizard."

PLEASE NOTE: and this is most important, that the curtain rings up absolutely prompt at 8:45 p.m. The length of the show and a popular desire for earlier hours have persuaded the management to adopt the earlier hour. On behalf of at least 95 percent of the audience I appeal to the remaining 5 percent to be seated this time at 8:45 p.m. and thus add to their own enjoyment and everyone's comfort.

That "The Gondoliers" will prove a big success and thus lead to the revival of many another "Gilbert and Sullivan" is the earnest wish of

DOMINO.

JEWISH CONCERT TONIGHT

A farewell concert will be given at the Isis Theater tonight by Mr. Bleichman and his Yiddish operatic and dramatic company which has delighted local audiences here for the past few months. Local talent will assist.

The Defense Force Run

Police Take 3-mile Event

Springing a big surprise on the other contestants the S. M. Police team tore home to the fore in the 3-mile cross country "Defense Force" run yesterday and bore away the big silver cup presented by the Harriers Club. The honor of being first man home in the event went to J. Smeedan of the Customs Co., who completed the course in the fine time of 18 min. 22 sec., taking the gold medal. T. McKenna, hard-working stalwart of the Harriers, running on the Police aggregation, nailed the silver prize for second place by a fine run and N. White, of the Police, was third.

Four teams entered for the event, the Customs Company, S.V.C., Japanese Company, S.V.C., Chinese Company, S.V.C. and the Municipal Police.

The Customs Company were greatly fancied for the event. The Japanese Company also had quite a crowd of supporters, the Chinese Company were very game to turn out with a team that had practically no training. The Police managed to gather together a team in spite of their depleted numbers and the aggregation certainly turned out well. A large crowd of spectators lined the route and cheered the runners as they raced along for their respective teams.

The runners, who lined up at the Klangwan Road gate of the Hongkew Park, were sent off to a good start by Mr. F. W. White, and the individual representative of the British Navy, Chief Petty Officer R. I. Parrot of the Kinsha, cut a hot pace and kept the lead for the first half mile, closely followed by J. Smeedan of the Customs Company, S.V.C., with the Police representative, T. McKenna, lying third. On entering the country McKenna took the lead, being first over the water jump and across the country to the new cinder road near the railway line. Here Smeedan overtook McKenna and with a long swinging stride forged ahead, winning the event in splendid style and very fast time. A splendid finish took place between N. White and T. Dunne for third prize, the former just beating the well-known old time runner.

The following were the first twelve men to finish:

1st—J. Smeedan, Customs Company, S.V.C., gold medal.

2nd—T. McKenna, S.M.P., silver medal.

3rd—N. White, S.M.P., bronze medal.

4th—T. Dunne, S.M.P.

5th—F. Diniz, Portugese Company, S.V.C.

6th—K. Nakajima, Japanese Company, S.V.C.

7th—Y. Yamashita, Japanese Company, S.V.C.

(Continued on Page 2)

A RELIC RETURNS OF ANCIENT DAYS

A Picturesque Custom Of The Olden Times Known As Paper 'Unting

WHEN WEATHER WAS FAIR

Old Johnnie Walker Twangs His Liar And Sings Of Kongs And Conquests

By Johnnie Walker

As kiddies, on a wet day, we used to sing:

Rain, rain go away
Come again next washing day.

Variations of this same theme in many bloodsome keys and gruesome lingoes have been the grousing hymn of the young fellows for many many weeks past. The weather has truly been hard on riding men, many of whom are looking tucked up with sorrow and anxiety, Bonar Law being the principal awful example.

Only two runs between December 7 and February 19! Very nearly a record is that. There is a hoary legend around that away back in the seventies a whole season passed without a 'Unt. Men speak of this phenomenon with bated breath and staring eyes. The devil has been in the weather this season all right. First it rained, then it poured, then it friz, then it snew, and then it did it all backwards, and after that, some. And so it went on, nothing doing at 'Xmas Week, nothing doing at New Year, nothing doing at Chinese New Year. Sad the lot of the riding man, kept out of the country by flood and by mud, roads a horrible mess, the only recourse a dreary, weary ride round the sand track, the ponies getting fat and wheezing after a gallop like grampuses (Mr. Editor, is the plural grampi?). And when discussing the points of a tat, the first question now is NOT "can he jump?" but "can he SWIM?" Bets have passed that no further 'Unts would be possible this season, but hope springs eternal and everybody, though singing a Hymn of Hate against the weather, had been living on the prospect of a run before next 'Xmas anyway. Nor were they disappointed, for the Master, bless him, went scouting on Tuesday afternoon and came back with the news that a run was possible, and up went the welcome notice on the board:

Wednesday, February 19, 1919.

Start: Old Handicap Bridge, Baenan Road.

A Place Of Ghoulish Legend

Now this is a fearsome place, and many hairy tales are told of riding men who set out gaily and who never returned. Perhaps their bones with none to give them reverent burial are bleaching at the bottom of some B.M.H.

Musing thus stood a young riding man; he had been correctly brought up by 'unting parents and as a child had lisped his prayers at mother's knee. And as his face grew more ashen, and as his knees smote one the other, the memory of his childhood's prayer flashed across his mind.

"And grant this day I fall into no kong,"
"neither run into any kind of danger,"

But kongs and kindred horrors not, withstanding, there is no sport to compare with a really good well laid 'Unt, when the Dust Fiend is minus, the going not too heavy, and the wind not blowing direct from Greenland's icy mountains. The exhilaration beats that produced by a dozen "million dollar" cocktails, the young men come back, those on the card full of praise for their good little tats, those off the card full of explanation why they didn't get on, and comforting themselves they were "seventh anyway, just off the card you know, rotten luck." Some have been totally submerged—and there is no more horrid feeling than when the icy water closes over your head—others carry honorable scars in a battered hat or a few mow of earth on their togs. And they gather round the fire at the Race Club and swap lies to their heart's content, bless 'em. Sure, there's no sport to lick 'unting.

The Etymology Of "'Unt"

Some folk are getting tired of the word 'Unt, but it seems to be accepted in the best circles as quite the correct thing.

One Conscientious Objector asked: "What do you do with the missing aspirates?" "Collecting 'em for the

Australian Wounded," replied the Scribe. And the Conscientious Objector fled.

The word 'Unt, was originally gleaned from the excellent book of Mr. Jorrocks, and was confirmed in the Scribe's mind at a long by-gone St. Andrew's Ball. There, a gradely Lancashire lad, who shall be nameless except by name of Dreadnought, bowled up to the Scribe and said: "Capting, 'ave yer got a dance empty?" The Capting, on guard, said he might have, and the vacancy was at once filled by Mrs. Dreadnought who really danced divinely, whereas the Capting danced like a bear. After the scrum was over, Dreadnought gazed on the wreck of his better half and murmured to the Capting "She looks worse than a paper 'unt"

And so 'Unt it had to be henceforth for evermore.

Barometers And Spirits Fall

Wednesday morning broke dull and cheerless with threats of rain. The Scribe looked at his barometer anxiously and found it going down and his heart went likewise, but the rain held off and at 4:15 when the Pack foregathered at Old Handicap Bridge, there was a cold northeaster blowing which accounted most likely for a few cases of chilly feet and universal running noses. Whether the long interval between the preceding and present runs had blunted the young fellows' spirits, or fear of the going lay heavy on them, the Scribe cannot say, but there was an absence of the usual hilarity.

Prompt to time the Master cast off and away with a whoop went the Pack. The first quarter was a veritable quagmire; squelch, but firm ground came underfoot at Highland Grips, the first line of jumps. The ponies were cold and made heavy weather of the three trifling hops and two or three fellows kissed the earth. The Flats by Lone Tree were very swampy, but Bee Line was good going and the jumping capital, but each trench claimed its victim and there was quite a lot of refusals at the last big jump. Then across some more squelch to Barrier Creek Line, the jumps on which are big and clean, but the first five are very close together and tax both rider and pony. The Scribe's tat here took charge and kept it for the rest of the 'Unt. If there's anything more exhausting than a headstrong puller the Scribe wots not of it. The helpless feeling of the rider when the wet reins continually slip through the fingers, the fact that all the time you have just to trust to Providence are most exhausting. This said pony on two occasions charged slap into fences before he could be stopped, but he came home without a mishap, second on the card, carrying a rider speechless. Next time he goes out it will be with a poker in his jaws.

At the Barrier Platform, the Pack ran out of scent. They got on to Rubicon Road, cast down a little way, then with one accord made east to the Far Red House and carried on to Drop and Crawl. Still no paper. Back they cast to Long Village, crossed the Rubicon by the wooden bridge and struck scent on the other side, where, in the far distance, two hounds were discerned, who later said they'd been whooping their souls out for over ten minutes.

Some Bad Smellers Taken

A poisonous looking crossing over Long Village creek was laid but the 'Unt, seeing no marks of the foxes, decided the local gentry were out for a cheap laugh and crossed said creek by a native platform close by the village. After this, it was all plain sailing. At No. 1 Trees the leaders checked, but were quickly put right, scent laying over the other Platform to the left. A few jumps and a slight check brought the sweating and now cheerful crowd to Moleskin Wade. Just before this point The Immaculate Cedric came a smeller and got rather knocked about, whilst Tiga did a few fast quarters on his own and cut himself nastily. The going here was dreadful, but somehow the ponies got through it although they came down to a walk. Next came No. 2 Joss House Line, the jumps on which are good. Hopes of a spell ho at No. 7 Bridge were disappointed, the foxes swinging left over two new platforms, across the second of which the local sportsmen had pulled a sampan, which a good many ponies refused to face. Several men rather than be held up, plunged into the creek, the Master being the first and got an excellent ducking. Of one hero all that was visible was a hat and a few bubbles; whether he was drowned or rescued nobody seems to know.

Then came a few small new cuts. The leaders here were well away and apparently missed out a loop, containing a very big jump, and it was on this count as well as others, the day was eventually made a wash-out—no 'Unt.

Bringing Joy To The Farm

A long gallop over a footpath, sharp left through a village, an awkward piece of water, then Rubicon Creek again, sheer down, high tide and sheer up. This broke up many gallant thrusters and several went completely under. And very wet it was too. Also cold. The Chinese had the laugh of their lives.

Across Rubicon Road again and straight for Dallas' Grave lay paper. There were three riders a long way ahead, then Harry Morriss and the Scribe. Quoth Harry: "It is no use." Replied the Scribe: "Ride like hell." Luck in paper 'unting is proverbial. Of these three leaders, two came purlers, one being Tug Wilson, the other unrecognisable and at the last jump there was Jackey Hayes, gazing sadly at the chasm, unable to get over, so Harry won after all! Never give up hope in 'unting. Luck comes to you when least expected.

It was a good outing, the paper rather too scant perhaps, the going, bar a few places, much better than anticipated, and everyone enjoyed themselves tophole. Several new faces, some from the firing line, were seen, Vaughan Craddock and Robertson. They are heartily welcome and everyone hopes to see them win Pink next season. The Master of the Tientsin Pack, Mr. Watson, was also out and finished well up and will have happy memories of his first Shanghai 'Unt.

A card was published in Thursday's paper but as the run subsequently was declared NO 'UNT, it need not now be repeated. Much disappointment was felt at the NO 'UNT decision and by none more than Mr. Rodger, who otherwise would have got his first coat as Heavyweight. Better loss next time!

Benefit Concert Tuesday

The double opportunity of hearing an excellent musical program by real artists and aiding in replenishing the godowns of the British Women's Work Association is offered local music lovers Tuesday afternoon when the Zimro Sextet from the Imperial Theater of Petrograd will give a concert at the residence of Lady Constance Fraser, wife of the Consul-General for Great Britain.

The Russian artists are giving their services gratuitously and Lady Fraser has offered her home to the British Association for the concert. Tea will be served at 4:30 o'clock and the musicale will follow.

Tickets are on sale at Moutrie's and by members of the B.W.W.A. Committee at five dollars. The entire proceeds will go to purchase supplies to replenish the stock of the local godowns, depleted when the entire stock was sent to Vladivostok following a fire that destroyed all British Red Cross stores.

The attractive program follows:

I. Tschaikovsky. Quartet Op 1, D major, strings only
   a. Andante Cantabile
   b. Scherzo

Messrs. Mitstechkin, Moldavan, Chernlavsky and Miss Elfrida Boss.

II. Songs—
Mrs. Thoresen

III. Tschaikovsky.
a Russian Dance from the Ballet "Swan's Lake."
b. Autumn Songs

Solo clarionetist—Mrs. S. Bellison.

IV. Glinka Romance
Tome Le Reve
Brahms Slavonic Dance No. 6.

Messrs. Mistechkin, Chernlavsky, and Berdichevski.

INTERVAL.

V. Dvorak Humoresque
Kreisler Tambourin Chinois.

Solo violinist—Miss Elfrida Boss.

VI. Berboles Arie
Glazounoff Chant du Minstrel.

Solo 'cellolst—M. Chernlavsky.

VII. Songs—
Mr. Brown.

VIII. Gan Ecstacy
Brahms Dance No. 5.

Messrs. Moldavan, Chernlavsky and Berdichevsky.

MARTIN'S
APIOL & STEEL PILLS
for LADIES
A French Remedy for all Irregularities. Those ladies who keep a box of Martin's Pills in the house, on the first sign of any irregularity of the system may stay may be safely relied. Those who use it recommend them, hence their enormous sale. At all Chemists and Stores or post free 3/- from MARTIN, Chemist SOUTHAMPTON ENG.

The Shanghai Chemical Laboratory
No. 4 Canton Road

Surprise Sprung By Recs Eleven

(Continued from Page 1)

was scored. Newman made a fine attempt for the Police and Kilkenny was just a little too high with another good shot. The Police had hard lines when Westcott hit the post with a good ground shot, but the St. Xavier's should have scored again when Guttierez broke through on his own and missed a fine opportunity.

For the Police, Biggs and Cissold were good in the defense and Watson, Robertson and Chadderton were also in good shape, but Robertson could get no support from anyone but Westcott in the forward line.

Of the St. Xavier's eleven special mention could not be made of anyone for they all played well. Johnson was a splendid center-half and Encarnacao a good full-back.

Mr. Clifford refereed the game.

St. Xavier's Win In Second League

The Recs 2nd XI and St. Xavier's 2nd XI m yesterday on the Recs' ground to play off the second round of the Junior League competition. The teams were very evenly balanced and although the Recs did most of the pressing in the opening half of the game they were unable to penetrate the St. Xavier's goal. On several occasions, however, they narrowly missed the target. At the interval no scores had resulted. In the second half the St. Xavier's at once took up the attack and by determined efforts were able to penetrate the Recs goal three times, Wittchi scoring the first, Corte-Real second, and Aldeguer the third goal for the St. Xavier's who thus won the match by three goals to nil when the final whistle went.

S.P.C. 2nd v. Jewish Club

The Shanghai Football Club met the Jewish Club on the Widow's Monument Ground yesterday afternoon and had to confess defeat to the extent of two goals to one. The game was fairly even and if the Club second string had only taken advantage of all their chances the story might have been different. They also were unwise enough to turn out with one man short. The Jewish Club took every advantage of position and play and must again be congratulated upon its victorious career in the league this season.

Game This Afternoon

A game is scheduled this afternoon between the Quakers and the B.A.C. eleven.

The following will represent the Quakers: J. M. Pereira, L. R. Barrera and Alb. Simoes, S. A. Collaco, A. M. A. Hansen and V. O. Remedios, A. M. O. Souza, A. P. Simoes H. J. Encarnacao, A. F. Gomes and A. Aguiar.

The Defense Force Run

(Continued from Page 1)

8th—F. Strandvig, Customs Company, S.V.C.

9th—F. S. Bridges, Customs Company, S.V.C.

10th—P. Hunter, S.M.P.

11th—C. Ogden, Customs Compan, S.V.C.

12th—E. Clough, Customs Company, S.V.C.

It will be seen from the above that the Police Team, ably led by their Captain, T. McKenna, packed exceptionally well.

The Team Race results were: Police Team, 19 points, 1st; Customs Co., S.V.C., 29 points, 2nd; Japanese Co., S.V.C., 42 points, 3rd; Chinese Co., S.V.C., 81 points, 4th.

The Police team takes the silver cup offered by the Harriers' Club for the competition.

The officials were: Referee, Major H. P. Pilcher, S.V.C.; Judges, Captain Marryat, R. N, Captain Yamauchl, S.V.C., Lieut. T. A. Zee, S.V.C. and Mr. S. A. Seth. Starter Mr. F. W. White. Timekeeper, Mr. J. A. S. Alves. Clerks of the course, Messrs. G. Hooper, W. C. Woodfield, J. J. Ellis, A. F. Whitmore.

The winner's time of 18 minutes 22 seconds, was an exceptionally fine effort.

At the conclusion of the race the prizes were kindly presented to the successful competitors by Mrs. Marryat, wife of Captain Marryat, R. N.

During the War
10,000
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COLLEGES PREPARE FOR SPORTS AGAIN

Athletics To Be Resumed On Pre-War Basis At Big Schools In January

There is every indication now that college athletics will be back this year on what will approximate a normal pre-war basis. This means that the annual football games of Harvard, Yale, Princeton, and other institutions will be played again in the Autumn. There will also be a resumption of baseball and the rowing fixtures, with the possible exception of the Poughkeepsie regatta, and minor sports will also flourish.

The activity in college athletics, after a period of nearly two years, is assured by the announcements of the various colleges and universities that sports will be resumed at once. This has been made possible by the demobilisation of the S. A. T. C. and the return of many athletes to private life. While not all the former stars will be able to return to their schools in time for the Spring and Summer sports, they will probably all have returned by next Fall. In the meantime coaches find a wealth of material developed while the schools were under military supervision.

Efforts are already being made to organise basketball and hockey teams for the present Winter. Yale, Harvard, and Princeton are preparing to form a hockey league again. The plans for it are only being held up by the fact that the rink at New Haven, where Yale held its home games, has been turned to other use. A new rink will likely be arranged for in time to make up a schedule.

Harvard is probably as well prepared as any of the big Eastern colleges to resume sports on a large scale. Only on the question of football is the Crimson in doubt. It is not known yet whether Major Percy Haughton will coach the squad. He recently returned from France, where he was in the Chemical Warfare Branch of the service, and it is not known when he will be able to return to Harvard. In the meantime Bob Fisher, Haughton's chief assistant; Leo Leary, and Reggy Brown are on hand to handle the gridiron sport until Haughton can take charge.

YANKEE LOSES IN LONDON

Gene Delmont Outpointed By Danny Morgan Of Wales.

London, December 17.—American boxers were featured in the ring of the National Sporting Club tonight.

In the main bout Private Gene Delmont, the Boston lightweight, was outpointed in fifteen rounds by Danny Morgan, the Welshman.

Delmont was the aggressor and was dangerous all the way, but Morgan scored at long range because of his greater height and reach. At infighting Delmont had all the better of it. Delmont dropped Morgan for the count, but this advantage was nullified when the Yankee struck the Welshman while he was rising.

Eddie McGoorty, Jawe Abel, Eddie Conlon and Mike O'Dowd, who seconded Delmont, gave exhibitions.

JUST ARRIVED
SPALDING'S GOLD MEDAL

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GOLF BALLS
SQUIRES BINGHAM CO.
"The Store of Quality"

"Recess"—
Made Slightly Larger Then The Average Cigarettes
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Made Considerably Better Than the Ordinary
Cigarettes

SHANGHAI-NANKING RAILWAY ABRIDGED TIME TABLE

Shanghai North To Nanking—Up (Main Line) Nanking To Shanghai North—Down

STATIONS.	Local	Express R.	Fast R	3rd and 4th	Fast R	Local	Fast Local	Night Express R.S.
SHANGHAI NORTH dep.	..	7.55	9.10	9.40	12.45	15.25	17.15	23.00
SOOCHOW dep.	..	9.41	11.02	12.20	14.55	16.15	19.21	1.08
WUSIH dep.	..	10.21	12.24	13.41	15.54	19.27	20.22	2.10
CHANGCHOW dep.	6.50	11.22	13.16	13.08	16.38	..	21.25	4.10
TANYANG dep.	8.05	12.09	14.11	16.16	17.41	..	..	..
CHINKIANG dep.	9.16	12.52	14.56	17.17	18.22	..	..	5.06
NANKING arr.	11.19	14.15	*16.35	19.20	19.50	..	..	6.50
PUKOW dep.	..	..	13.30			..	..	..
TSINANFU dep.	..	..	17.40			..	..	..
TIENTSIN arr.	..	..	6.00			..	..	..
CENTRAL dep.	..	..	7.20			..	..	..
PEKING arr.	..	..	10.20			..	..	..

STATIONS.	Local	Fast Local	Fast R.	3rd and 4th	Fast R.	Express R.	Local	Night Express R.S.
PEKING dep.	..	..	16.45			..	..	..
TIENTSIN arr.	..	..	18.30			..	..	..
TIENTSIN dep.	..	..	21.45			..	..	..
TSINANFU dep.	..	..	8.15			..	..	..
PUKOW arr.	..	..	6.00			..	..	..
NANKING dep.	..	..	*7.25	8.00	11.45	*14.20	15.25	23.00
CHINKIANG dep.	..	..	9.00	10.10	13.30	16.06	16.16	1.00
TANYANG dep.	..	..	9.36	10.59	14.12	16.41	19.08	..
CHANGCHOW dep.	7.00	..	10.34	12.18	15.09	17.59	20.20	5.05
WUSIH dep.	8.18	7.10	11.28	13.56	16.00	18.29	..	6.11
SOOCHOW dep.	9.38	8.08	12.23	14.54	17.01	19.21	..	8.13
SHANGHAI NORTH arr.	12.15	10.15	14.20	17.50	19.00	21.00	..	7.00

R. Restaurant Cars. *Connects at Pukow with the through Siberian service. S. Sleeping Cars.

Woosung Forts to Shanghai North—Up (BRANCH LINE) Shanghai North to Woosung Forts—Down

WOOSUNG FORTS dep.	6.50	8.10	10.50	12.15	14.40	16.20	18.10	9.55	21.30	SHANGHAI NORTH dep.	8.30	7.30	13.05	13.25	14.00	15.30	17.30	19.10	20.45
KIANGWAN dep.	7.17	8.27	11.17	12.42	15.07	16.47	18.27	22.2	21.57	KIANGWAN dep	8.57	7.41	13.16	12.36	14.13	15.41	17.41	19.21	20.58
SHANGHAI NORTH arr.	7.35	8.45	11.25	12.50	15.15	16.55	18.45	23.30	22.05	WOOSUNG FORTS arr.	6.45	8.05	10.40	13.00	14.25	16.05	18.05	19.45	21.20

SHANGHAI-HANGCHOW-NINGPO RAILWAY ABRIDGED TIME TABLE

SHANGHAI NORTH TO ZAHKOU—"DOWN" MAIN LINE. ZAHKOU TO SHANGHAI NORTH—"UP"

STATIONS	Local	Fast R	Slow	Coolie & Goods	Local	Express R	Local	Local
Shanghai North dep.	....	7.35	9.00	10.00	....	14.50	15.50	....
Jessfield dep.	....	7.51	9.16	10.23	....	15.06	16.06	....
Sccawei dep.	....	7.58	9.23	10.38	....	15 13	16.13	....
Lunghwa Junction dep.	....	8.15	9.40	10.53	....	15.30	16.29	....
Shanghai South dep.	....	*7.45*	*9.10*	*10.20*	*13.35*	*15.00*	*16.00*	*17.55*
Lunghwa Junction dep.	....	*8.15*	*9.40*	*10.53*	*13.52*	*15.30*	*16.29*	*18.12*
Sunglang dep.	....	8.59	10.48	12.02	....	16 07	17 42	....
Kashi dep.	....	9.51	11.52	13.28	....	16.53	18 48	....
Kashing dep.	7.40	10.25	12.30	14.35	....	17.22	19.20	....
Tsknh dep.	8.45	11.05	13.15	15.50	....	17.53	....	....
Changsa dep.	9.35	11.41	14.00	16.50	....	18 24	....	....
Hangchow dep.	11.10	12.50	15.25	18.30	....	19.19	....	....
Zahkou arr.	11.55	13.10	15.50	19.00	....	19.35	....	....

STATIONS	Local	Local	Fast R	Slow	Local	Coolie and Goods	Express R	Local
Zahkou dep.	....	....	6.30	7.55	....	9.20	14 10	15.30
Hangchow dep.	....	....	7 00	8 30	....	10 0	14.35	16.05
Changsa dep.	....	....	8.0	9 48	....	11.40	15.20	17.36
Yohsh dep.	....	....	8 4.	10 31	....	12 39	15.51	18.40
Kashing dep.	....	....	7.15	9.28	11.25	....	14.10	16 30	19.30
Kashi dep.	....	....	7.48	9.53	11.55	....	4 48	16.52	....
Sunglang dep.	....	....	9.05	10.47	12.59	....	16.05	17.40	....
Lunghwa Junction dep.			*8.18*	*10.36*	*11.38*	*14.08*	*15.33*	*17.23*	*18.23*	....
Shanghai South arr.			*8.35*	*10.55*	*11.55*	*14.25*	*15.50*	*17.40*	*18.40*	....
Lunghwa Junction dep.	....	....	10 30	11.35	14.05	....	17.15	18.20	....
Sccawei dep.	....	....	10.39	11.44	14.14	....	17.28	18.29	....
Jessfield dep.	....	....	10.46	11.51	14.21	....	17.37	18.36	....
Shanghai North arr.	....	....	11 00	12.05	14.35	....	17.55	18.50	....

KONZENCHIAO TO ZAHKOU KIANGSHOO BRANCH LINE. ZAHKOU TO KONZENCHIAO

Konzenchiao....	dep.	6.50	8.25	11.25	14.00	15.55	18.35	Zahkou.....	dep.	—	10.10	12.25	....	17.20	....
Kenshangmun..	dep.	7.10	8.50	11.40	14.15	16.15	18.50	Hangchow.....	dep.	7.30	10.40	12.45	14.55	17.50	19.15
Hangchow.....	dep.	7.20	9.15	11.52	14.24	16.30	19.00	Kenshangmun..	dep.	7.42	10.57	12.57	15.12	18.07	19.27
Zahkou.....	arr.	—	9.40	12.10	....	16.55	....	Konzenchiao....	arr.	7.55	11.10	13.10	15.25	18.20	19.40

R. Restaurant Car.